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## American Railroad Journal.

New York, Saturday, April 26, 1873.

### Clev., Col., Cin. and Ind. R. R.

The injunction procured by the stockholders of the Cleveland, Columbus, Cincinnati and Indianapolis Railroad, deferring indefinitely the ratification of the lease of the road to the Atlantic and Great Western Railway, has been supplemented by a legislative enactment intended to further protect the stockholders. The new law is thus summarized in a letter from Cleveland:—

The bill provides that no proposed purchase, lease or arrangement between the managers of any two railroad companies shall be perfected without the assent of the holders of at least two thirds of the stock of the company whose road is to be leased; and stipulates that "the rental reserved and secured for said leased road shall be equal to at least the net earnings of such leased road for the fiscal year next preceding the one in which said lease is made." It also enacts that stockholders refusing assent to the lease, &c., if the same be carried, shall be entitled "to demand and receive from such lessee or lessees, previous to such lease, purchase or arrangement being consummated, the average market value of their stock for six months next preceding the day of the meeting of the companies at which said lease is approved as aforesaid on the surrender of their stock." Provision is also made for determining the market value of such stock in cases where the parties cannot mutually agree upon the price. The fourth section requires the lessees to give the

stockholders of the road leased "full and adequate security for the payment of rental and for the preservation of the property of the lessor in good condition," &c. And, finally, it is provided that any railroad corporation organized prior to the present constitution, and leasing its line under this act, shall thereby forfeit and lose the special privileges contained in its original charter, and be held to be recognized under the provisions of the present constitution.

## JAY COOKE & CO.,

No. 20 Wall Street,  
NEW YORK.

## EXCHANGE

—ON—

LONDON,

PARIS,

BERLIN,

FRANKFORT,

BREMEN,

VIENNA.

CABLE TRANSFERS,

Circular Letters,

COMMERCIAL CREDITS,

—ON—

## Jay Cooke, M'Culloch & Co.,

No. 41 Lombard St., London.

CABLE TRANSFERS UPON VIENNA DIRECT

### A new Route from New York to the South.

The Chestertown (Md.) Transcript says that last week representatives of the New Jersey Southern Railroad were in Kent county, Maryland, with representatives of the Baltimore and Ohio, looking after the interests of the new through route from New York to Washington, via the Peninsula, and then add:

The result of this conference has made the completion of the railroad through our county to the Bay Shore a fixed fact, being one link in the through route from New York to Baltimore. The plan is as follows: By steamer from New York to Sandy Hook, 28 miles; then by rail across the State of New Jersey to a point opposite Bombay Hook, on the Delaware Bay; thence by steamer across the Delaware; thence through Delaware by rail to Massey's Cross Roads, in this country, and thence by Kent County Railroad to the Ches-

apeake at Rock Hall or Gale's; thence by boat to North Point, and from there to Baltimore. One of the steamers to ply between New York city and Sandy Hook, the Long Branch, has already made her trial trip. The road from Bombay Hook to Massey's is under contract, to be completed by August 1st, and the Kent county line to the bay has doubtless been put under contract before this goes to press. It is designed to carry the entire trains across the Delaware and Chesapeake Bays. If the Gale terminus on our bay is selected it will be with a view to a through passenger travel; if the Rock Hall terminus, with a special reference to a through freight line. The chances all favor the building of the road from Worton Station direct to the point selected on the bay. In that event the road from Worton to Chestertown will only continue to be used as a local branch.

### The Puget Sound Extension of the Northern Pacific Railroad.

The great effort now being put forth by the Northern Pacific Company to extend its road to Puget's Sound will greatly advance the commercial interests of the whole Pacific belt. The arrangements recently made by its managers, by which a force has already been set to work connecting the line already completed with Puget Sound, the entire Oregon Railroad system, and the navigable waters of the Columbia River, will also throw open the exhaustless mineral resources of Washington Territory to California and Oregon, and greatly stimulate the settlement of this whole section.

The finest and most abundant coal deposit on the Pacific Coast is found along the Eastern shore of Puget Sound, and it is said to extend from the Columbia River to Bellingham Bay and British Columbia, outcropping in veins from two to fifteen feet in thickness. The seams have been successfully worked for several years, with at present an annual yield of about 90,000 tons, nearly as hard as anthracite, and found by the San Francisco and China mail steamers suitable for their use. The opening of this coal trade with Puget Sound by railway must furnish great facilities for manufacturers on the Pacific Slope, and give a great impetus to all industrial pursuits. As the new tributary of the Northern Pacific will strike into the very heart of the vast "forest region" skirting the waters of Puget Sound, and abounding in trees

"Fit to be the mast of some tall admiral," with coal and iron at hand in in prodigate abundance, it is easy to see that Washington Territory has a magnificent opportunity of carving out for herself a great destiny as a ship-building and maritime State. The fact that it is 1,000

miles nearer from Liverpool or New York, in our continental transit to Japan, by the ports of Oregon and Washington than by the San Francisco route, augments the advantages of the former, and, when the soil and climate are considered, make the vicinity of Puget Sound and the Columbia Valley one of the most inviting homes to be found by the immigrant in the New World.—*Times Editorial.*

#### New York and Delaware Railway.

Articles of Association of the New York and Delaware Railway were filed at Trenton N. J., on the 19th inst. in the Secretary of State's office. The proposed road is to run from the city of New Brunswick, in Middlesex County, to a point on the Hudson River, within the township of Weehawken, in the county of Hudson. The length of the road will be thirty-two miles, and the capital stock \$325,000, in shares of \$100 each. The following named persons are the directors: David P. Patterson, Manning F. Knapp, Asbel Green, Cornelius S. Blauvelt, Wm. S. Banta, John J. Anderson, of Bergen County, New Jersey; E. Boudinot Colt, of Passaic; John M. Courtenay, Wm. Bond, Henry M. Alexander, and Leonvale T. Guthrie, of the State of New York, and Alden Ellis, of Chicago. Subscriptions of stock then followed, and an affidavit that they are made, and that said road is intended to be built in good faith.

#### Cleveland, Columbus, Cincinnati and Indianapolis Railway.

The earnings of this road for the years ending December 31, 1871 and 1872, compare as follows:

	1871.	1872.
From passengers....	\$797,917 49	\$810,708 64
" freight.....	2,873,535 74	3,439,999 91
" express.....	73,669 58	76,650 28
" mail.....	61,993 00	76,295 75
" rents.....	58,960 12	58,970 75
" interest and		
" dividends..	52,708 12	74,462 98
" other sources.		36,082 54
	\$3,918,784 05	\$4,573,170 85

#### Expenses, viz:

Freight and passenger transportation....	\$860,931 88	\$1,043,987 98
General expenses....	71,816 77	81,753 41
Repairs of locomotives	179,413 66	184,488 50
Repairs of pass. cars.	37,889 53	68,935 70
Repairs of freight cars.....	161,534 43	176,652 29
Repairs of track....	632,290 07	838,654 51
Repairs of buildings.	52,516 48	74,506 03
Repairs of fences....	23,122 48	35,514 46
Repairs of bridges....	24,828 67	36,713 46
Oil, tallow and waste	36,687 06	54,026 51
Fuel account.....	372,450 36	452,385 87
Damage to Stock....	9,141 89	6,459 53
Loss and damage to freight.....	18,599 32	21,063 51
Gratuities & personal damages.....	17,324 01	25,615 65
Telegraph expenses and repairs.....	31,990 97	38,271 27
Balance car service..	57,358 54	54,616 36
	\$2,587,896 12	\$3,193,644 84
Net earnings.....	\$1,330,887 93	\$1,379,526 01
Interest and taxes....	325,360 63	327,565 82

Balance applicable to dividends.....	\$1,005,537 30	\$1,051,960 19
Dividends—two of 3¢ per ct. each.	1,012,312 00	

Surplus for the year 1872.....	\$39,648 19	
Add surplus December 31, 1871....	270,768 82	

Surplus December 31, 1872.....	\$310,412 01	
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Compared with the previous year the gross earnings of 1872 show an increase of \$654,386 80;

with an increase in working expenses of \$605,748 72—making an increase in net earnings of \$48,638 08. Deducting interest and taxes, the net income shows an increase of \$46,722 89. The President in his report says:

During the year the board of directors sold, in pursuance of authority of the stockholders, the remainder of the unissued capital stock. Amount realized from capital stock has been—  
From February installment, on increase of capital stock authorized in 1871..... \$408,425 00  
From sales of 11,560 shares during the year, at the rate of about 90.3 per cent. on the par value..... 1,043,913 23

\$1,452,338 23

The earnings for 1872 exceed those of 1871 16.72 per cent, and the expenses for the same period were increased 23.4 per cent.

The increased percentage of expenses is accounted for by the high price of material and the greatly improved condition of the track.

The tonnage and freight earnings for 1871 and 1872 compare as follows:

#### EASTWARD.

	Tons.	Earnings.
1871.....	815,516	\$1,983,731 22
1872.....	1,045,068	2,410,170 76

Increase in tonnage, 28.15 per ct.; increase in earnings, 21.49 per ct.

#### WESTWARD.

	Tons.	Earnings.
1871.....	362,141	\$889,804 51
1872.....	399,285	1,029,829 15

Increase in tonnage, 10.26 per ct.; increase in earnings, 15.74 per ct.

Total increase freight tonnage, 266,696.446 tons, or 22.65 per ct. Total increase freight earnings \$566,464 17, or 19.71 per ct.

By comparison with four previous years, the growth of freight traffic is clearly shown, the number of miles of railway operated being the same each year:

Increase of tonnage over 1871...	22.65 per cent.
" " " 1870...	54.34 "
" " " 1869...	74.97 "
" " " 1868...	129.86 "

Since 1868 the rates of freight transportation have steadily decreased. The benefits of such reduction in rates have all been received by the public, as the following statement will show. To provide equipment and facilities to move the greatly increased traffic, a large addition to the capital stock has been made, and the rate of dividend has only been maintained.

The average rate per ton per mile in 1868 was 1.937 cents.

The average rate per ton per mile in 1872 was 1.342 cents.

Had the rate been the same in 1872 as in 1868, the increase in net earnings on freight would have been \$1,524,788 20, showing that the public received ten per cent on your capital while you only received seven.

About one third of the railway is now laid with good steel rail, and your property has been very much improved, and, notwithstanding the severity of the present winter, is now, in its entire extent, in good condition, which will enable the officers to accomplish favorable results during the coming year; and the position your railway now occupies is such as to give it a full share of the freight business of the country.

The constantly increasing traffic calls for an increase of equipment, and many additions to station facilities and side tracks.

Contracts have been made for six locomotives, to be delivered in March and April, 1873; and it is believed that the rolling stock of the company should be further increased by the addition, during 1873, of ten more locomotives, six hundred coal and platform cars, one hundred stock cars, and three hundred box freight cars.

The rate of mileage paid on cars interchanged with other railways, or used by the company belonging to fast freight corporations, is so high that, at all times, the company should own sufficient equipment for the business on its railway, thereby securing full reciprocity when using cars of other companies, by receiving revenue for its cars while abroad.

The Indianapolis and St. Louis Railroad Company (of which this company owns one-half the capital stock) has earned nearly \$10,000 per mile during the past year. The net earnings since its Railway opened for business have been sufficient to pay seven per cent on its share capital; but, instead of dividing to the stockholders, the board of directors of that company have expended the surplus in additions to its rolling stock and other permanent improvements.

The Cincinnati and Springfield Railway was opened for business July 1st last, although at that time not fully completed for a large traffic. This company find it a very valuable line, not only as a feeder, but also in the more important item of giving it an independent entry into Cincinnati, and placing the important cities of Dayton and Springfield on the main line between Cincinnati and Cleveland. It is believed that its importance to the company, as well as its intrinsic value, will increase yearly.

The Lake Shore and Tuscarawas Valley Railway was completed during the year, and has already brought a large amount of coal to your railway at Grafton, and, when the miners get fairly at work, after the present strike, will offer an amount of coal for shipment to Cleveland, which with the large amount of coal coming from the Hocking Valley, Straitsville and Shawnee districts, will fully employ all the dock facilities at Cleveland this company can command.

The board take pleasure in acknowledging the industry, fidelity and capacity with which the railway has been managed, during the past year by the several executive officers and their subordinates in the respective departments.

The company have 118 locomotives, 41 passenger, 6 sleeping, 13 baggage, 3 U. S. postal, 1 mail, 1 directors', 1 paymaster's, 1711 box, 239 stock, 493 flat, 580 coal and 52 freight train cabooses cars. 21 locomotives were added during the year, and 1 broken up; and 19 were changed from wood to coal burners. The company now have 86 coal burning and 32 wood burning.

Sixteen locomotives and 7 passenger cars were purchased, and 8 passenger, 6 baggage, 2 U. S. postal, 100 box, 100 stock, 100 coal, and 7 caboose cars built by the company for the Cincinnati and Springfield Railway.

The total mileage for the year was as follows: passenger trains, 744,307; freight trains, 2,986,590; construction and repairs, 147,630; fuel trains, 98,630—total, 3,877,157, against 3,270,327 in 1871—an increase of 606,830, or 18.6 per cent. The cost per mile run for repairs (including the expense of changing wood to coal burners) was 4.29 cents. The amount paid for increase to locomotive equipment was \$247,310 90. Cost for addition to passenger equipment, \$28,649 04; do. for new freight car equipment, \$430,933 95.

There was paid during the year for foreign car service—to the Empire Line, \$30,273 86; to the Merchants' Dispatch Transportation Company, \$22,200 39; to the Union Star Line, \$1,889 65; and individual cars, \$1,722 59—leaving the balance for car service against the company, \$54,616 36 at the close of the year.

The total tonnage moved in 1872 was 1,444,352 tons, against 1,177,657 tons in 1871—an increase of 266,696 tons, or 22.65 per cent.

The renewals of track embrace the following:



4,672 gross tons Bessemer steel; 200 gross tons new iron rail; 4,479 gross tons re-rolled iron rail; 1,666 old scrap rail; 404,460 lbs. spike; 479,995 lbs. iron joint splices; 312,182 lbs. track bolts and nuts; 15,153 repaired rails; frogs and switches, \$21,500. There were 49½ miles of track re-laid with Bessemer steel, and 44½ miles with new and re-rolled rail; 45 miles of track were thoroughly, and about 15 miles partially ballasted, and 207,949 cross-ties renewed.

There was charged to construction account: new tracks and extensions of sidings, \$145,690; permanent improvements and repairs on Springfield Branch, \$112,899 82; real estate on Central Tract and new work for tracks, bridges and docks thereon, at Cleveland, \$635,235 05; extra cost steel rail, \$155,748 41; grounds at Springfield, for connection with Short Line, \$30,000; farm at Catawba, to secure gravel pit, \$15,712 20; grounds at Indianapolis outer depot, for increased yard, \$13,936 23; for first class shop, round house and improvements at Delaware, \$69,207 65; for excess in weight of new rail on Indianapolis Division, new water stations and coal bins, new car repair shops at Cleveland, \$42,739 03—making a total of \$1,220,674 39.

The assets and liabilities of the company, as shown on its books, are as follows:

ASSETS.	
Cost of road, depots, shops and equipment. ....	\$16,395,579 15
Materials on hand:	
For repairs of track ....	\$119,642 48
For repairs of locomotives and cars .....	202,352 78
Fuel, oil and waste .....	111,459 94
	433,455 20
Cash and cash assets:	
Cash in hands of treasurer .....	\$613,261 42
Due from other Co's .....	208,581 84
Due from agents and others .....	135,038 98
Due from Post Office Department. ....	37,211 84
	994,094 08
Other assets:	
Indianapolis and St. Louis Railroad Stock .....	\$300,000 00
Indianapolis & St. Louis Railroad Bonds .....	458,750 00
Indianapolis & St. Louis Railroad Equipment Bonds .....	151,200 00
Indianapolis & St. Louis Railroad Trustees .....	73,998 40
Cincinnati & Springfield Railway Bonds .....	286,000 00
Cincinnati & Springfield Railway advances .....	332,075 77
Real estate, not used for roads or depots .....	5,031 47
Wood lands .....	37,634 92
Great Western Dispatch Company's Stock .....	81,100 00
Merchants' Dispatch Transportation Company's Stock .....	25,000 00
Empire Transportation Company's Stock .....	17,892 86
Stocks and bonds of other companies .....	129,235 77
Scioto and Hocking Valley Railroad Bonds .....	2,000 00
Pendleton stone quarry. ....	4,915 46
Bills receivable .....	25,009 78
	1,929,844 43

\$19,752,972 86

## LIABILITIES.

Capital stock .....	\$15,000,000 00
Less amount owned and held by this company .....	8,725 00
	\$14,991,275 00
C., C. & C. Railroad Bonds, (\$25,000 falling due each year) .....	272,000 00
B. and I. Railroad first mortgage bonds—old (past due) .....	2,000 00
B. and I. Railroad first mortgage bonds—new .....	514,000 00
L., P. and C. Railroad first mortgage bonds, (past due) .....	2,000 00
L., P. and C. Railroad second mortgage bonds, (past due) .....	1,000 00
C., C. & C. and I. Railway first mortgage sinking fund bonds .....	2,214,000 00
Bills payable .....	370,000 00
Bills audited .....	546,473 35
Dividend No. 10, payable Feb. 1, 1873. ....	524,639 50
Previous dividends (not called for) .....	5,173 00
Surplus .....	310,412 01
	\$19,752,972 86

President.—H. B. HURLBUT.

Vice President.—H. E. PARSONS.

Directors.—P. H. Watson, John J. Cisco, W. B. Duncan, F. Schuchardt, Geo. B. McClellan, S. L. M. Barlow, New York; H. E. Parsons, Ashtabula; R. M. Shoemaker, Cincinnati; L. M. Hubby, H. B. Hurlbut, T. P. Handy, R. P. Ranney, S. Witt, Cleveland.

Secretary and Treasurer.—GEO. H. RUSSELL.

General Manager.—OSCAR TOWNSEND.

General Superintendent.—E. S. FLINT.

Chief Engineer.—FRANK FORD.

Auditor.—A. ELY.

## PHELPS, DODGE &amp; CO.

## Their Statement Relative to the Revenue Dispute—A Clear and Concise Explanation of the Facts.

Messrs. Phelps, Dodge & Co. have prepared the following statement relative to the dispute between their firm and the Customs Department about certain goods imported by them. A great deal of obloquy has been cast upon this reputable house, in consequence of the merits of the case not being properly understood. The statement herewith given furnishes a complete exoneration of the firm, as will be seen by a perusal:

APRIL 15, 1873.

To our Friends and the Public:

For a period of nearly four months our firm has been made the subject of accusation and criticism, so harsh and unjust, that it has seemed to us as if the generally accepted rule, which assumes "all accused innocent until proved to be guilty," had been at least in our case, set aside in favor of that other principle "that all accused shall be held guilty until they establish their innocence."

During nearly all this period, by reason of various circumstances, such as the fact that the matters involved were still the subject of controversy between our firm and the Government; and above all, that by the taking and retention of our books and papers by the authorities we were not in full possession of all the evidence relied on by the Government to sustain the charges preferred against us, it has not been considered expedient to say anything in the way of public explanation; but the time has now come when an explanation is proper.

In the extensive importing business in which we are engaged, tin plate constitutes the chief

article subject to an *ad valorem* duty; and we are associated with the house of Phelps, James & Co., of Liverpool, which is largely occupied with its procurement and shipment. As the trade, furthermore, which we do in this article is very large, and as it is entirely impossible to purchase at any time any very large quantity from accumulated stocks, it has been long the custom of our Liverpool house to arrange for the manufacture of supplies through contracts extending over lengthened periods; and also, in many instances, to advance to manufacturers the various constituents of their business, and even capital, and receive in return the finished product at prices conditional upon the fluctuating values of the raw materials, and through settlements effected at very considerable intervals.

The complicated tariff question now arises, in what manner are tin plates and similar products manufactured and purchased under such conditions to be invoiced.

The fundamental tariff law provides that duties on merchandise shall be assessed on "the actual market value or wholesale price thereof at the period of exportation, in the principal markets of the country from which the same shall have been imported;" but another provision of another act further requires that although the duties assessed must be on "market value," the invoice accompanying it, in case of purchase, must declare the actual cost—a statement which, in some cases, as above explained, is often a matter very difficult of exact determination at the precise date of shipment.

To add still further to the complication of legal requirement, the ruling of the United States Treasury, according to which the law is administered, is to this effect: That all purchased goods must be entered at the Custom-house at actual cost when that is higher than the market value at the time of shipment; but at market value when that is higher than actual cost. With a business largely done, as ours is, on contracts for future delivery, it therefore often happens that, on an advancing market, the contract price paid by us may be considerably less than the market value at the time of shipment, in which case, if we invoice at Liverpool at the price paid, the authorities in New York may advance the value, or, under certain circumstances, demand a penalty or complete forfeiture on the ground of undervaluation. On the other hand, on a falling market, an invoice rate representing actual cost may be greatly in excess of market value at the time of shipment; but in such cases no allowance whatever is made to the importer. And thus it has actually happened that during the past year—which has been characterized by the most remarkable and violent fluctuations in the prices of metals, (tin plate selling for 28 shillings per box in January, 44 shillings in July, and 35 shillings in December—we have paid, on aggregate overvaluations, a very large increase of duties over and above what would have been required had the goods been purchased at the date of shipment.

Again, the very form of consular oath, to which, as citizens of the United States interested in a house in Liverpool, we are required to subscribe, is not necessarily equivalent to the declaration which the counsel himself is required to make

and attach to the invoice; inasmuch as the *first* declares the actual cost, while the *second*, which immediately follows, and is upon the same page, is to the effect that the consul believes the merchant's declaration, and that the invoice exhibits the actual market valuation; which last the invoice cannot, unless "actual cost" and "market value" are held to be equivalent.

With this brief explanation of the letter of the law under which our goods are required to be invoiced, and its method of administration, we will endeavor to make clear wherein, through its supposed infraction, we have offended and been made subject to penalties.

As has been already stated, the articles before mentioned imported by our firm are purchased in large quantities of many different makers, sometimes outright, sometimes under conditional and long continued contracts. They arrive at Liverpool in many different lots every day, and are sent directly to the steamer, which often sails the same day. Triplicate invoices, one of which must go by the steamer with the goods, are required to be made out and taken to the consul's office for certification before 1 o'clock.

Under such circumstances, small errors in the invoices received from the many different makers, or disagreements between the Liverpool house and the makers in respect to the qualities or prices to be paid for particular goods, are almost unavoidable; but at the same time it was not charged by the Government that any of our goods had been passed through the Custom house except at their fair market value. It has, however, happened, that on the receipt, from time to time, of sundry small quantities of special goods—mostly extra and unusual sizes—due on old orders or contracted for months in advance of delivery, our Liverpool correspondents have been at a loss to know how to invoice them.

The market value, in the first place, was different from contract cost. The requirement of law next was that they should swear before the consul as to actual cost, and that the consul shall certify as to market value, which, according to the practice of the consul's office, is treated as the same. Then as the goods in question were mainly remnants of contracts delivered long after the time agreed on, and as there was a possibility of some deduction in the periodic settlements for non fulfillment of contract, the matter of cost itself, within certain limitations was not fixed, but contingent. Under such circumstances, as the quantity and value of the goods in question—as will be shown hereafter—were very small as compared with our regular and accompanying shipments, our friends in Liverpool, without perhaps sufficient consideration met the practical difficulty of the law by marking up these small items in the invoice, where market value had advanced over cost and making a reduction where market value had declined below cost.

In such instances, and in the way of explanation, the Liverpool house sometimes sent small memoranda by the same or the following steamer, and in few cases letter-press copies of the bills of manufacturers to them; the precise object of which bills and memoranda were to explain that such and such numbers of an invoice were remnants of an old order in respect to which the contract prices varied to a small extent, more or less

than the invoiced (but intended to be) true market value at the time of shipment; the exact truth, as investigation subsequently showed, being, that the changes in question, on the side of over-valuation and in favor of the Government, were very largely in excess of those in the direction of under-valuation and in our favor.

These bills and memoranda we, carelessly, did not examine personally, not regarding them in any sense as invoices or as of the slightest importance as respects the Custom-house; and, under these impressions, they were, on arrival, handed over to the assistant clerk who copied invoices into our foreign invoice book, to be pinned, without concealment, to its pages.

It is foreign to this explanation to dwell on the origin of the suit instituted against us by the Government, but it is sufficient to say that this clerk, who some years since was taken into our employment in destitute circumstances, and who was dismissed for complicity in allowing dishonest persons to enter our store secretly and at night, in order to inspect our letter-books and papers, did carefully examine the bills and memoranda in question. And, after surmising that they were not in accordance with the letter of the law, and, in place of acquainting us with the fact, *as was his duty*, removed them from the invoice book to which they had been attached, and, after suppressing those showing instances where the Government had been benefited, but collecting and carefully preserving the few where a small benefit had accrued to the firm, but himself in communication with the Treasury agents.

What followed was an invitation for two members of the firm to visit the Custom-house, where they were informed that evidence had been obtained by the Government implicating in extensive frauds the house which they represented.

They at once denied any purpose or intent to defraud the Government, as well as any knowledge whatever of any irregularities in our business in connection with the Custom-house; and as a further earnest of good faith and conscious integrity, they at once waived the service of a warrant which had been prepared against our books and papers, and voluntarily and immediately placed the same at the disposal of the authorities. We also at the same time, gave our word that, if the Government had any just claims against us by reason of the infraction of any law, we would pay the same to the uttermost farthing, without causing legal delays or expenses; and subsequently, at the suggestion of the then United States District-Attorney, Hon. Noah Davis, now Justice of the Supreme Court of New York, that the matter should be adjusted on the basis of our paying an amount equal to the whole value of the items, in our different invoices, against which any charge of irregularity had been preferred, we accepted the same as a basis of settlement. This amount was subsequently approximately ascertained to be \$260,000, which sum we deposited to await the action of the Treasury Department in a *pro forma* suit which was then agreed upon between the District-Attorney and our counsel.

With this understanding, in perfect good faith on our part, and, as we feel bound to acknowledge, with an absence of anything like a spirit of vindictiveness on the part of the authorities, the

investigation commenced in December; the Government being in full possession of our books and papers, and also aided by our dismissed clerk, who by becoming an informer would be entitled to a large share of all forfeitures which through his instrumentality might be established. The result was that, to our surprise and astonishment, the slips and memoranda of the special goods referred to were regarded by the special agent of the Treasury as constituting in themselves "duplicate" invoices and evidences of illegal entry, and as such subjecting us to the full penalty of the statute, which, in substance, provides that when any part of an invoice is made in violation of the law the whole invoice or its value becomes liable to forfeiture; but that the Secretary of the Treasury may accept a compromise of its full penalty when, upon the certificates of the Treasury Agent, the District Attorney and Solicitor of the Treasury, he believes it proper and for the interest of the Government to do so.

Having come to this final conclusion, the Government examined all our invoices for a period of five years, and from the whole number, representing an importation of at least forty millions and on which duties to the extent of upward of eight millions had been paid, selected about fifty, which by reason of the memorandum slips were held to be vitiated. The aggregate value of all the goods included under this number of invoices was estimated at about *one million dollars*, and as it was claimed that the Government had the right, after establishing illegality in the smallest particular, to confiscate every item of such invoices, a *pro forma* suit for the above sum was instituted against us. The aggregate value, on the other hand, of the several items in the fifty invoices alleged to be vitiated, amounted when taken separately, to \$271,017 23; and by the payment of this sum, the suit and claim of the Government were subsequently settled.

But it should not at the same time escape attention that the amount of alleged errors of these several items, whose aggregate value was \$271,000, was in itself a comparatively small sum, not exceeding \$10,000 to \$15,000, if estimated at the maximum; and that of this sum the duties which could have possibly accrued to the Government constituted but a fraction. In short, if they had been assessed at the maximum rate imposed since 1863, the amount would have been less than \$4,000, but in fact we are given to understand that the whole amount of loss which after a careful examination of our books it can be claimed that the Government has sustained by reason of the above irregularities whereof we have been accused, (not taking into consideration the cases where we had paid on over-valuations,) is not in excess of \$2,000; or, to put the matter still differently, if the case had been one between two merchants, covering a period of five years and involving transactions to the extent of \$40,000,000, (and considering only the invoices in question,) the supposed discrepancies of account could have been satisfactorily settled by the payment on our part of from \$2,000 to \$4,000, but in the case of the Government and the merchant the former can only be satisfied, under existing laws, by the payment of \$271,000, and can for claim to have acted generously, inasmuch as it did not take from us a million.



As further proof and illustration of our statements, we give the following example of one of the memoranda returned to us by the authorities after settlement, and regarded by them as fully conclusive against us: In July, 1871, we received per steamer Algeria an invoice of 2,194 boxes tin plates, included under which was a lot of 174 boxes of odd sizes, 24x24XXXX, and 24x13½XX, (marks which the trade will understand,) the remnant of an old and special contract. All these goods, it is admitted by the Government were invoiced at their true market value at the time of shipment, were so certified by the Consul at Liverpool, and so passed after examination by the appraiser in New York. But there was, in addition, a memorandum transmitted apprising us that the 174 boxes, in virtue of an old contract, would be charged to the Liverpool house at a price which differed from the then actual market value to the extent of about a sixpence per box. The total value of the whole invoice was £3,237 14s. The total value of the 174 boxes was £293 4s. 2d., and the difference between the actual market value of these last and their contract cost was £4 7s.; on which difference the duty of twenty-five per cent would have amounted to £1 1s. 9d., or a little more than \$5. And yet, on account of this small difference in the general settlement, a penalty we paid the full value of the 174 boxes, namely, £293 4s. 2d., or upward of \$1,400. And thus the delinquencies ran throughout the whole of this extraordinary transaction.

But in admitting these irregularities, we do not admit that the Government, by reason of the same, has really sustained even the trifling loss that has been estimated; for the very principle which caused a few items to be irregularly invoiced led to errors against us, and in favor of the Government, of many times the amount claimed to have been lost by the Customs, one single contract during the past year for special brands and sizes, which cost, net, £42,889 6s, having been invoiced to us at £54,655 17s., and passed for the payment of duties at the Custom-house at such later valuation.

In view of these facts, it is also proper for us to state why we were induced to yield to, rather than contest, the demands of the Government, when we found they were resolved upon.

And first and foremost, we regarded it as a question for the Government to determine, whether the enormous forfeitures incurred by us, without design or motive of fraud, misstatement, or concealment, were to be exacted because it was so written in the law, or were to be adjusted rather to the actual quality of the transaction. But when the measure of forfeiture finally exacted was insisted upon, and its legality was treated as equivalent to its justice, our own sense of its injustice and oppression could not relieve us from the necessity in which we had before placed ourselves, of accepting the Government measure of its rights and our obligations. It may be true that in our confidence in our rectitude and in the justice of the Government, we had not given due attention to the disturbing element introduced into the dealings of the Government with its citizens, by the immense private interests of revenue officers and informers, which our system has created and tolerated.

A second and subordinate consideration, but

one of much weight, especially with the senior members of the firm, confirmed us in disposing of the case by settlement rather than by controversy. In the whole long course of our business, it has been at once our fortune and our pride to have had no serious litigations; and that this enviable record should not be interrupted by long and bitter controversy with the Government seemed but justly within our choice, provided the sacrifice we made to secure it was, as it has been, wholly our own. And if there are any who may be inclined to judge us harshly for such a decision, we would ask them to recall to mind the peculiar rigor of our present tariff law; the enormous confiscations which it is allowed to the Government to make under it; and furthermore, that during the whole continuance of the suit, our books and papers would be under the control of the authorities, and our business be liable to be interrupted, and our credit affected by rumors and misrepresentations, which it would be exceedingly difficult, if not wholly impossible, to at once refute or answer.

In view, then, of this statement, the correctness of which we believe the officers of the Government will affirm in every essential particular, and in support of which we append letters from the special agent of the Treasury Department, the Consul at Liverpool, who for twelve years certified to the correctness of our invoices, and the gentleman who, at the inception of the suit against us, filled the office of United States District-Attorney, we will ask the Press, we will appeal to the great masses who know us, and who do not know us, whether it is probable that a firm which pays annually to the Government hundreds of thousands of dollars in duties, whose total business transactions are measured annually by millions, would knowingly, willfully, and systematically defraud the revenue by means of short-paid duties to the extent of a few thousand dollars, extended over a period of five years? And we further respectfully ask the Press, and the community, which may have prejudged us, whether, after so many years of honorable life and unsullied reputation, such a calumny against us can be believed and accepted.

And on this statement, and asking attention to the letters which we annex, we submit our case to the just judgment of our friends and the public.

PHELPS, DODGE & CO.

No. 1.

OFFICE OF B. G. JAYNE, SPECIAL AGENT  
UNITED STATES TREASURY DEPARTMENT,  
CUSTOM HOUSE, NEW YORK, March 31, 1873.

Hon. Wm. E. Dodge:

DEAR SIR: The suit brought against your firm for \$1,000,000, was not for duties but for the value of certain invoices.

In these invoices the price of a portion of the merchandise was stated below the purchase price.

The value of that portion of the invoices upon which the value was understated amounted, when taken separately, to \$271,017 23, the sum paid by your firm. The duties lost by the Government by the undervaluation were but a fraction of the sum paid.

Many charges made in the public prints against your firm had no foundation in truth.

Very respectfully, your obedient servant,  
(Signed,) B. G. JAYNE.

No. 2.

CAMDEN, N. J., April 3, 1873.

GENTLEMEN: In reply to yours of yesterday, I have to say that during the time I was Consul at

Liverpool, there was every disposition shown by the house of Phelps, James & Co. to comply with the Revenue laws in making out their invoices; in fact, no house there seemed more solicitous and scrupulous in this particular than did this house. Mr. James, the senior member of this firm, used frequently to consult with me as to the mode of making them out, and the prices or values to be stated.

There were very often difficulties experienced on the part of exporters as to the sums or prices to be inserted when there were long running contracts for the delivery of goods, and this house always had contracts running.

I never saw any disposition on their part to violate the law in any particular, and I do not think they ever did so intentionally.

Very truly yours, &c.,

THOMAS H. DUDLEY.

PHELPS, DODGE & CO.

No. 3.

Letter from Hon. Noah Davis, late United States District-Attorney, and now Judge of the Supreme Court of the State of New York.

NEW YORK, April 11, 1873.

Messrs. Phelps, Dodge & Co.:

GENTLEMEN: I have received yours of the 9th inst., asking me, now that the proceeding recently taken against you by the Government has resulted in a final settlement, to give you a statement in relation to the claim made against you, and the manner in which it was met and adjusted by you, and such other matters in connection therewith as I may feel at liberty to communicate. As an act of justice toward you, I think it my duty to comply with the request.

Information in the case was first given to B. G. Jayne, Esq., special agent of the Treasury Department. At that time I was the United States Attorney for this district—the officer charged with the duty of conducting legal proceedings in such cases. After Mr. Jayne had partially investigated the case, he laid the facts and papers then in his possession before me. I examined them and came to the conclusion that they were sufficient to justify a more thorough investigation. I requested that some of the leading members of your house should be invited to come to the Custom-house, that I might have a personal interview with them. Mr. William E. Dodge and Mr. James came in response to the Collector's message, and evidently without the slightest idea of its object. I stated to them the charges that had been made, the grounds on which they were based, and the steps that had been taken and my conclusion that a full investigation ought to be had. Those gentlemen took the matter in a spirit of most perfect fairness and frankness, inviting the closest scrutiny, and offering without reserve to place at once in the hands of myself or the other officers of the Government all the books or papers of the firm that might be desired and to afford every facility in their power to an inquiry into all their dealings with the Custom-house, asserting that if any irregularity existed in the dealings of their house with the Government, it was unknown to them and wholly unintentional. They also expressed themselves on behalf of their firm, ready and willing, if there had been any irregularity, to pay not only what the Government might have lost by reason thereof, but any penalty to which they had inadvertently subjected themselves. I suggested that Mr. Jayne with such assistance as he might need, should go with them to their place of business and receive whatever books and papers he should desire. To this they promptly acceded, and Mr. Jayne did accompany them, and was put into possession of the books and papers. A full and careful examination was then made by and under the supervision of Mr. Jayne, he having access to all your books and papers and possession of all that were deemed necessary to enable him to ascertain the facts. I was advised from time to time of the progress of the investigation, and when it was concluded I examined the papers and docu-

ments presented to me containing the case of the Government. From this examination I became satisfied that there had been during the past five years a considerable number of violations of the customs revenue laws by your house, all alike in their character; but that those violations had occurred without any actual intent on your part to defraud the revenue. The infractions of the statute were, however, of such a character as left exposed to forfeiture invoices of goods to the amount of about \$1,000,000. On conferring with your counsel I found you still desirous to meet and adjust the matter on any basis that would cover any fair claim for duties or penalties that the Government thought proper to enforce. I myself suggested without knowing what the amount would be, that the value of the articles, in the several invoices, actually affected by the alleged undervaluation should be ascertained and that the amount so found should be taken as the basis of the settlement. The suggestion was accepted, and the amount was approximately ascertained at about \$260,000. It was then arranged between your council and myself that a suit should be commenced, and that the sum arrived at should be at once paid into court as a settlement of the claims. At that stage of the transaction my term of office expired; but I understand that a suit was commenced by my successor which has been compromised on the basis arranged with me at the value of the articles mentioned, as afterward ascertained.

If I had come to the conclusion that you had acted with an actual design to defraud the Government, I should have insisted upon the forfeiture, not only of the value of the articles above referred to, but of the entire invoices of which they formed a part, amounting to fully \$1,000,000; but my examination, with the explanations made to me by you, showed clearly as I thought, and still think, that the idea of defrauding the Government of its lawful duties had never entered your minds, while doing a portion of your business in a manner which the Courts would declare to be in conflict with the statutes. I was confirmed in this by the very meagre amount of duties lost to the Government. In a business with you of many millions of dollars during the period of five years in which the alleged irregularities occurred, and during which you had paid to the Government several millions of dollars in duties, the whole amount lost by the alleged fraud fell short of the sum of \$3,000.

I have since learned (a fact which I did not know at the time) that by applying the same rule of valuation adopted by you, and which in the instances covered by the settlement resulted in an undervaluation, to the same goods in other invoices imported during the same period the result has, in those cases, been an overvaluation upon which the Government received duties beyond what would have been payable under the correct rule of valuation, to an amount very considerably in excess of the duties lost. This fact has confirmed my conviction of your entire innocence in the whole business of any actual intent to defraud.

In conclusion, I beg leave to add that during my connection with the office of United States Attorney, I knew of no case in which such a prompt and earnest desire to court and aid investigation, to correct any error, and right every wrong that might appear to have been done to the Government or its revenues, was manifested, as that constantly shown in yours.

I am, very respectfully yours,  
NOAH DAVIS.

A contract has been taken by responsible parties to complete the Shenango and Allegheny Railroad within four miles of Greece City, in four months. It will connect with the Allegheny Valley Railroad at Brady's Bend or at Parker City.

Ground was broken on the 17th inst., on the Anderson, Lebanon and St. Louis Railroad, at Anderson, Indiana.

### Commerce of New York.

The foreign imports at New York for the month of March, 1872 and 1873, are officially stated as follows:

	1872.	1873.
Entered for consump't'n.	\$20,779,299	\$18,625,391
Do. for warehousing....	15,585,953	12,697,010
Free goods.....	2,561,827	11,803,532
Specie and bullion.....	291,189	814,688

Total entered at port...	\$39,218,268	\$43,440,621
Withdrawn fr. warehouse	10,998,300	12,192,307

The foreign imports at New York for three months from January 1, were:

	1872.	1873.
Entered for consump't'n.	\$59,753,377	\$56,606,864
Do. for warehousing....	45,061,042	33,916,586
Free goods.....	7,715,276	28,518,799
Specie and bullion.....	574,212	1,062,580

Total entered at port...	\$113,103,907	\$120,104,829
Withdrawn fr. warehouse.	35,132,203	32,821,897

The foreign imports at New York for nine months ending March 31, were:

	1872.	1873.
Six months.....	\$183,028,276	\$199,326,050
January.....	35,679,496	37,803,691
February.....	38,206,143	38,860,517
March.....	39,218,268	43,440,621

Total for 9 months....	\$296,132,183	\$319,480,879
Deduct specie.....	2,180,768	5,879,210

Total mdse.....	\$293,951,415	\$313,551,669
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The duties received at New York for nine months from July 1, were:

	1872.	1873.
Six months.....	\$74,078,181 75	\$64,393,092 93
January.....	13,317,088 82	10,763,626 44
February.....	14,710,928 08	12,893,637 89
March.....	14,095,994 24	12,101,274 64

Nine months....	\$116,202,190 89	\$100,151,631 90
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The exports from New York to foreign ports in the month of March, were:

	1872.	1873.
Domestic produce.....	\$15,602,687	\$21,045,792
Foreign free goods.....	120,905	331,644
Do. dutiable.....	806,427	604,773
Specie and bullion.....	2,713,604	3,570,432

Total exports.....	\$19,243,623	\$25,552,641
Do. exclusive of specie..	16,530,019	21,982,209

The exports from New York to foreign ports for three months from January 1, were:

	1872.	1873.
Domestic produce.....	\$50,529,053	\$60,900,238
Foreign free goods.....	479,888	728,844
Do. dutiable.....	2,387,251	1,542,679
Specie and bullion.....	5,226,623	14,368,865

Total exports.....	\$58,622,815	\$77,540,626
Do. exclusive of specie..	53,396,192	63,171,761

The exports (exclusive of specie) from New York to foreign ports for nine months ending with March, were:

	1872.	1873.
Six months.....	\$119,604,290	\$130,400,814
January.....	18,951,004	20,060,550
February.....	17,915,169	21,189,002
March.....	16,530,019	21,982,209

Total produce....	\$173,000,482	\$193,572,575
Add specie.....	27,537,547	49,213,008

Total exports.....	\$200,538,029	\$242,785,583
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The estimated earnings of the Kansas Pacific Railway for the week ending April 8 are: freight, \$63,522 46; passengers, \$39,057 32—total, \$102,579 77, an increase over corresponding week of 1872 of \$29,554 18.

### Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of March, were:

#### ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool....	\$3,457,095	\$2,836,945
" cotton.....	3,123,689	2,878,893
" silk.....	4,007,608	2,869,654
" flax.....	1,849,565	1,427,481
Miscellaneous dry goods..	1,292,918	1,002,019

Total entered for consump't'n.	\$13,730,875	\$11,014,936
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#### WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool....	\$1,819,104	\$1,779,884
" cotton.....	996,148	1,338,534
" silk.....	1,041,270	1,553,543
" flax.....	802,649	1,011,725
Miscellaneous dry goods..	210,450	314,794

Total withdrawn from warehouse.....	\$4,869,621	\$5,997,960
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Add entered for consump't'n.	13,730,875	11,014,936
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Tot. thrown on the market.	\$18,600,496	\$17,012,966
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#### ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	\$1,374,007	\$1,414,204
" cotton.....	693,511	792,505
" silk.....	1,180,957	901,234
" flax.....	631,040	554,480
Miscellaneous dry goods..	306,073	259,186

Total entered for wareh'g..	\$4,186,588	\$3,921,609
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Add entered for consump't'n.	13,730,875	11,014,936
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Total entered at the port.	\$17,917,463	\$14,936,595
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The imports of foreign dry goods at New York for three months ending with March, were:

#### ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool..	\$9,293,941	\$8,477,614
" cotton.....	8,262,411	8,079,098
" silk.....	9,469,569	7,269,507
" flax.....	4,559,120	3,947,802
Miscellaneous dry goods..	3,519,653	2,617,232

Total entered for consp't'n.	\$35,104,694	\$30,381,253
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#### WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool....	\$4,637,474	\$4,732,030
" cotton.....	2,720,823	3,469,630
" silk.....	3,098,545	3,390,013
" flax.....	2,283,165	2,464,539
Miscellaneous dry goods..	546,434	630,419

Total withdrawn from warehouse.....	\$13,285,441	\$14,686,631
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Add entered for consump't'n.	35,104,694	30,381,253
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Total thrown on the market.....	\$48,390,135	\$45,067,884
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#### ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	\$4,533,514	\$4,184,704
" cotton.....	2,738,707	3,533,856
" silk.....	3,471,029	3,772,758
" flax.....	1,885,801	2,051,460
Miscellaneous dry goods..	716,168	693,435

Total entered warehouse.	\$13,340,219	\$14,216,213
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Add entered for consump't'n.	35,104,694	30,381,253
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Total entered at the port.	\$48,444,913	\$44,597,466
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Imports of foreign dry goods at New York for nine months from July 1.

Year.	Value.
1867-8.....	\$62,420,141
1868-9.....	73,199,977
1869-70.....	76,651,848
1870-1.....	99,446,761
1871-2.....	113,129,312
1872-3.....	106,209,575



## CITY PASSENGER RAILROAD SHARE AND BOND LIST

## HORSE PASSENGER RAILROAD SHARE LIST

## PASSENGER RAILROAD BONDS.

Years ending.	Length track equiv. single.	Horses and Drivers.	Carrs.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.
Sept. 30, '71	7.25	102	10	Albany.....N.Y.	157,500	111,400	40,000		63,640	16,449	10	100	100	
Sept. 30, '71	1.04			Albany st. Freight (B'ton).Mass.	48,709	75,000		155	2,566	667		100	100	
Sept. 30, '71	7.25	12		Allentown.....Pa.	31,452	192,750			10,801	2,985		100	100	
Oct. 31, '71	11.83			Avenue C (N. Y. City).....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753		100	100	
Sept. 30, '71	22.00	440	55	Bleek. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420		100	100	
Sept. 30, '71	4.63			Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,359	6.8	100	100	
Sept. 30, '71	1.25			Boston & West Roxbury.Mass.	56,133	41,000			2,500	2,348		100	100	
Sept. 30, '71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	
Sept. 30, '71	10.33	776	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	
Sept. 30, '71	7.00			Brooklyn, Bath & Coney L.N.Y.	212,379	180,000	80,000		41,166	8,501		100	100	
Sept. 30, '71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100	
Sept. 30, '71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200		100	100	
Sept. 30, '71	19.53			B'klyn. City, Hun. P. & P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685		100	100	
Sept. 30, '71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518		100	100	
Sept. 30, '71	11.50	92	17	Bushwick (Brooklyn).....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092		100	100	
Sept. 30, '71	33.51			Cambridge (Boston).....Mass.	740,904	740,000	150,000		69,091	69,091	13.5	100	100	102 1/2
Sept. 30, '71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000		19,524	7,475	20.0	100	100	
Sept. 30, '71	46.00	802	142	Cen. P. & E.R. (N.Y.C.)N.Y.	1,629,173	1,068,400	626,000	83,740	690,245	13,153		100	100	
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750			313,002	94,494	27.7	60	191	
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg).....Pa.	249,896	184,000	50,000	7,700	107,771	30,987	22.0	50	46	
Sept. 30, '71	14.83	222	21	Coney Island (Brooklyn).....N.Y.	647,363	500,000	215,000	49,593	100,178	14,667		100	100	
Sept. 30, '71	10.36	834	116	Dry Dock, E.B. & B. (N.Y.O.)N.Y.	837,943	1,200,000	700,000		698,241	179,551		100	100	
Sept. 30, '71	11.75	31	16	East New York & Jamaica.N.Y.	259,698	175,800	82,700	1,632	26,554	5,460		100	100	
Oct. 31, '71	1.63	13	3	Easton and S. Easton.....Pa.	25,962	29,562			9,757	2,655	5	25	25	
Sept. 30, '71	18.00	877	109	Eighth Avenue (N.Y. City)N.Y.	1,560,134	1,000,000	303,000	35,000	702,672	154,662	12	100	100	
Oct. 31, '71	5.25			Elmira and Horseheads.....N.Y.	43,000	22,500		3,200	(Not in opera.)			100	100	
Oct. 31, '71	2.20	20	6	Erle City.....Pa.	36,967	19,807	20,458		14,371	3,358		50	42	
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val. (Phg.)Pa.	93,000	68,300	25,000		41,167	7,504		25	25	
Sept. 30, '71	2.70			Fifth Ward (Syracuse).....N.Y.	40,799	29,285	10,000	2,800	12,612	1,163		100	100	
Sept. 30, '71	9.63			42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,084,679	748,000	215,000		362,619	97,989	6	50	50	61 1/2
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	890,594	491,750	227,000	80,000	135,899	92,869	6	50	50	
Sept. 30, '71	3.25	22	5	Genesee & Water st. (Syr.)N.Y.	69,926	42,500	12,700		13,924	2,226		100	100	
Oct. 31, '71	34.25	386	64	Germantown (Phila.).....Pa.	662,270	307,545	350,000		363,586	85,100	19.5	60	30	35 1/2
Oct. 31, '71	5.40	105	28	Girard College (Phila.).....Pa.	177,497	170,000		20,000	217,573	55,992	17.6	50	17	
Sept. 30, '71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771		100	100	
Sept. 30, '71	8.00			Gr'd St. Prosp. Pk. & Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in opera.)			100	100	
Oct. 31, '71	7.23	196	42	Green and Coates st. (Phila.)Pa.	244,441	100,000	150,000		172,537	44,368	26.7	60	15	50
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567		25	25	
Sept. 30, '71	10.00	120	24	Harim. Br. Morr. & F'dham.N.Y.	284,235	123,540	137,000		85,554	27,669		100	100	
Oct. 31, '71	20.40	362	51	Hest. Mast. & F'mount (Ph.)Pa.	385,016	299,424	135,100		310,968	105,646	13.5	50	25	118 1/2
Sept. 30, '71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000			22,809	6,424	3.7	100	100	
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.)Pa.	170,181	105,000	62,500		95,950	28,513	11.9	55	104	
Sept. 30, '71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,500		4,500	32,185	2,182		100	100	
Sept. 30, '71	11.82	233	35	Lynn and Boston.....Mass.	277,311	200,000	50,000	1,900	177,507	10,218		100	100	
Sept. 30, '71	3.60			Malden and Melrose (B'n).Mass.	60,246	200,000						100	100	
Sept. 30, '71	1.07			Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326				100	100	
Sept. 30, '71	3.46			Medford & Charleat. (B'n).Mass.	34,000	21,000	4,000		2,400	1,223		100	100	
Sept. 30, '71	8.27	48	15	Merrimac Valley.....Mass.	63,000	50,000			32,262			100	100	
Sept. 30, '71	43.10	958	328	Metropolitan (Boston).....Mass.	1,705,566	1,250,000	455,566	101,291	905,066	153,192	10	100	100	56 1/2
Sept. 30, '71	15.00	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	
Sept. 30, '71	1.75			Mohawk and Ilion.....N.Y.	15,000	15,000			7,573	3,847	10	100	100	
Sept. 30, '71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	187,000		117,331	6,786		100	100	
Sept. 30, '71	3.20	14	3	Northampton & Wmberg.Mass.	200,000	300,000		5,659	7,887	293		100	100	
Sept. 30, '71	8.00	52	17	North 2d St. & Middle V.N.Y.	154,343	133,600		15,350	41,951	5,981		100	100	
Sept. 30, '71	2.74	7		North Woburn (Boston).....Mass.	32,000	20,800	8,000	2,006		1,920		100	100	
Oct. 31, '71	7.25	82		Oakland & E. Liberty (Phg.)Pa.	121,805	130,000	67,000	5,275	49,098	708		50	50	
Dec. 31, '71	11.71	172	38	Orange and Newark.....N.J.	897,022	282,550	546,000	76,700	195,357	37,574		100	100	
Sept. 30, '71	14.40	102	27	Park Avenue (Brooklyn).....N.Y.	281,263	118,500	188,000		30,051	898		100	100	
Dec. 31, '71	3.81			Passenger (Cin.).....O.	100,000	100,000						100	100	
Oct. 31, '71	9.56	42		Peoples' street (Scranton).....Pa.	138,250	125,500			33,708	6,601	2.5	100	100	
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	846,982	85,193	23.5	50	15	58
Oct. 31, '71	6.04	16		Philadelphia and Darby.....Pa.	257,000	200,000	57,000		(Leased)		4.0	50	20	10
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500		120,305	30,713	8.9	50	25	32
Oct. 31, '71	8.50	174	28	Phg. Allegheny & Manchester.Pa.	146,202	140,000	23,000		139,377	34,703	28.5	50	35	
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham.....Pa.	135,918	100,000	10,600	57,254	84,896	3,636		50	50	
Oct. 31, '71	6.88	92		Portland.....Me.	160,300	160,300		600	45,007	12,909		100	100	
Dec. 31, '71	2.50			Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loas.		100	100	
Sept. 30, '71	5.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700		50	15	45
Oct. 31, '71	10.00			Rochester and Brighton.....N.Y.	94,153	60,000	20,000		67,140	17,102		100	100	
Sept. 30, '71	7													



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. .... 100	18,280,000	J. & J.	Jan. '73 3d	Long Island ..... 50	5,000,000	M. & S.	Sept. '72 2	Vermont and Mass. .... 100	2,800,000	M. & N.	Nov. '72 2
Allegheny Valley ..... 50	2,210,350	J. & J.	July '71 4	Louisv., Cin. and Lex. .... 50	1,023,483	J. & J.	July '69 3	Warren (N. J.) ..... 100	1,800,000	J. & D.	Dec. '71 3d
Atlanta and West Point. .... 100	1,232,200	J. & J.	July '71 4	..... pref. 100	848,700	J. & J.	July '72 4d	Warwick Valley ..... 100	225,000	A. & O.	Apr. '72 2d
Atlantic and Gulf ..... 100	3,083,200	J. & J.	July '71 4	Louisville and Nashville. .... 100	8,980,600	F. & A.	Feb. '73 3	West Jersey ..... 100	1,200,000	F. & A.	Feb. '73 4
..... pref. 100	338,976	M. & S.	July '71 2d	Louisv., N. Alb. & Chi. .... 100	3,030,000	J. & D.	Dec. '70 3	Winchester & Potomac ..... 100	180,000	J. & J.	Jan. '73 3
Atlantic and St. Law. .... 100	39,494,900	M. & S.	Mar. '73 2	Lowell and Lawrence ..... 100	200,000	A. & O.	Apr. '73 3	Winchester & Strasburg ..... 100	600,000	J. & J.	July '72 3d
..... new 1870. .... 100	1,500,000	A. & O.	Oct. '72 1	Lykens Valley ..... 20	600,000	F. & A.	Feb. '73 2d	Worcester and Nashua. .... 76	1,400,555	J. & J.	Jan. '73 5d
Avon, Genesee & Mt. M. .... 100	194,250	M. & N.	May '73 5	Macon and Western ..... 100	2,500,000	J. & J.	Jan. '73 5				
Baltimore and Ohio ..... 100	13,151,962	M. & N.	May '73 5	Maine Central ..... 100	3,400,500	M. & N.	Nov. '72 5				
Washington Br. .... 50	1,650,000	A. & O.	Apr. '73 5	Manchester and Law. .... 100	1,000,000	M. & N.	Nov. '72 5				
Parkersburg Br. pref. .... 50	5,680,685	J. & J.	Apr. '73 1d	Marietta & Cincinnati. .... 50	1,372,891	M. & S.	Sep. '66 3d				
Pennsylvania ..... 100	600,000	J. & J.	Dec. '72 2d	..... 1st pref. .... 50	8,130,719	M. & S.	Sep. '66 3d				
Bos. and Albany ..... 100	19,664,100	M. & N.	Nov. '72 5	..... 2d pref. .... 50	4,460,368	M. & S.	Sep. '66 3d				
Bos. Clin. & Fitchburg. .... 100	633,200	J. & D.	Dec. '72 3	Massachusetts ..... 25	5,312,725	J. & J.	Jan. '69 3				
Agricultural Br. guar. .... 100	80,000	J. & D.	Dec. '72 3	Michigan Central ..... 100	17,989,543	J. & J.	Jan. '73 4d				
Bost., Conn. & Mont. pref. .... 100	800,000	M. & N.	Nov. '72 3	Mill Creek & Minch. .... 50	323,375	J. & J.	July '72 5				
Boston and Maine ..... 100	2,832,900	J. & J.	Jan. '73 4	Millwaukee and St. Paul. .... 100	11,822,873	J. & J.	Dec. '70 7d				
Boston and Providence. .... 100	6,814,807	M. & N.	Nov. '72 5	..... pref. .... 100	10,825,103	F. & A.	Jan. '73 3d				
Boston and Lowell ..... 100	3,950,000	M. & N.	Nov. '72 5	M. Hill & Schuyll. Hav. .... 50	8,556,450	J. & J.	Jan. '73 4				
Buffalo, N. Y. & Erie ..... 100	960,000	F. & A.	Feb. '73 3d	Morris and Essex ..... 50	14,908,100	J. & D.	Dec. '72 3d				
Burlington and Mo. Riv. .... 100	5,636,000	M. & S.	Mar. '73 5d	Nashua and Lowell ..... 100	800,000	M. & N.	Nov. '72 5				
..... pref. 100	6,847,900	M. & S.	Mar. '73 5d	Naugatuck ..... 100	1,877,900	M. & N.	Aug. '72 5d				
Camden and Amboy ..... 100	5,447,800	J. & J.	Apr. '73 2d	Nequehoning Valley ..... 100	1,000,000	M. & S.	Sep. '72 5				
Camden and Atlantic ..... 50	379,020	J. & J.	Oct. '72 3d	Newark and N. York ..... 100	977,400	J. & J.	Nov. '72 5				
Cape Cod ..... 100	1,020,330	J. & J.	Jan. '72 4d	N. Bedford & Taunton. .... 100	600,000	M. & N.	Nov. '72 5				
Cape May and Millville. .... 50	447,000	J. & D.	Dec. '72 3	N. Castle & Beaver Val. .... 50	1,800,000	J. & J.	Aug. '69 12d				
Catawba and Foggles. .... 50	428,000	J. & D.	Nov. '71 6	N. Haven & Northamp. .... 100	605,000	J. & J.	Sept. '72 3				
Catawba ..... 50	1,119,500	M. & N.	Nov. '72 3d	New Jersey ..... 100	7,295,200	J. & J.	Apr. '73 2d				
Cayuga and Susq. .... 50	589,116	M. & N.	Nov. '72 3d	New London Northern ..... 100	1,418,800	J. & J.	Apr. '73 2d				
Cedar Rapids & Mo. R. .... 100	6,850,400	M. & N.	Nov. '72 3d	N.Y. Cen. & Hudson R. .... 100	89,428,330	A. & O.	Jan. '73 5				
..... pref. 100	769,800	F. & A.	Feb. '73 3d	New York and Harlem. .... 100	8,500,000	J. & J.	Jan. '73 4				
Central of Georgia ..... 100	4,666,800	J. & J.	Jan. '73 5	..... pref. 100	1,500,000	J. & J.	Jan. '73 4				
Central of New Jersey. .... 100	20,000,000	J. & J.	Jan. '73 5	N. Y., N. H. & Hartf. .... 100	15,500,000	J. & J.	Jan. '73 4				
Central Ohio ..... 50	2,426,000	J. & D.	Dec. '72 3	N. Y., Provid. & Boston. .... 100	2,000,000	J. & J.	Jan. '73 4				
..... pref. 100	400,000	J. & D.	Dec. '72 3	Nieg Bridge & Ocarand ..... 100	1,000,000	J. & J.	July '72 3				
Chemung ..... 100	380,000	J. & J.	Oct. '72 1d	North Carolina ..... 100	4,900,000	M. & N.	Jan. '73 5				
Cheshire, preferred ..... 100	2,100,000	J. & J.	Jan. '73 3	N. Eastern (N. C.) pref. .... 100	111,000	M. & N.	May '67 4				
Chicago and Alton ..... 100	8,929,900	M. & S.	Mar. '73 5	North Pennsylvania ..... 50	3,150,150	January	Jan. '73 5				
..... pref. 100	2,425,400	M. & S.	Mar. '73 5	Northern Central ..... 50	5,842,000	M. & N.	Nov. '72 3				
Chicago, Burl. & Quincy. .... 100	18,662,910	M. & S.	Mar. '73 5	Northern New Jersey ..... 100	1,000,000	J. & J.	Dec. '72 4				
Chicago, Iowa & Nebras. .... 100	3,916,300	J. & J.	Jan. '73 4	Norwich and Worcester. .... 100	2,823,400	J. & J.	Jan. '73 5				
Chicago & N. Western ..... 100	18,568,850	J. & D.	Dec. '72 3d	Ogdeneb. & L. Champ. .... 100	3,077,800	J. & J.	Jan. '73 3				
..... pref. 100	21,239,563	J. & D.	Dec. '72 3d	..... pref. 100	2,000,000	A. & O.	Apr. '73 4				
Chicago, R. I. & Pacific. .... 100	19,000,000	A. & O.	Apr. '73 4	Ohio and Mississippi. .... 100	10,995,847	J. & J.	June '72 3d				
Cin. Ham. & Dayton ..... 100	3,500,000	A. & O.	Apr. '73 4	..... pref. 100	4,024,474	J. & J.	Jan. '73 3				
Cin. Sand. & Clev. .... 50	2,900,550	A. & O.	Apr. '72 10d	Oil Cr. & Allegheny R. .... 50	4,259,450	J. & J.	Jan. '73 3				
..... pref. 100	420,046	M. & N.	Nov. '72 3	Old Colony and Newport. .... 100	6,297,900	J. & J.	Feb. '73 3d				
Clev. Col. Cin. & Ind. .... 100	14,991,276	F. & A.	Feb. '73 3d	Oswego and Syracuse ..... 100	482,400	F. & A.	Feb. '73 4				
Cleveland & Mahoning. .... 50	2,057,569	M. & N.	Nov. '72 3d	Pacific of Missouri ..... 100	3,635,750	J. & J.	Apr. '73 3d				
Cleveland & Pittsburg. .... 50	11,236,150	F. & A.	Feb. '73 3d	Panama ..... 100	7,000,000	J. & J.	Apr. '73 3d				
Col. Chic. & Ind. Cen. .... 100	13,000,000	M. & S.	Dec. '72 2	Paterson and Hudson. .... 100	630,000	J. & J.	Jan. '73 4				
Columbus and Xenia ..... 50	1,786,800	M. & S.	Dec. '72 2	Paterson and Newark. .... 100	500,000	J. & J.	Jan. '73 4				
Columbus & Hocking Val. .... 100	2,500,000	F. & A.	Feb. '73 5	Paterson and Ramap. .... 100	143,000	J. & J.	Jan. '73 4				
Concord and Ports. .... 100	350,000	F. & A.	Jan. '73 3d	Pember. & Hightstown. .... 50	342,150	J. & J.	Jan. '73 4				
Concord & P. & N. Riv. .... 100	2,100,000	F. & A.	Jan. '73 3d	Pennsylvania ..... 100	72,000,000	M. & N.	Nov. '72 5				
Connecticut River. .... 50	1,850,000	J. & J.	Jan. '73 5	Peoria & Bureau Val. .... 100	1,200,000	F. & A.	Feb. '73 4				
Cooperstown and Susq. .... 100	807,383	J. & J.	Jan. '73 5	Philadelphia and Erie. .... 50	60,000,300	J. & J.	Jan. '73 4				
Cumberland Valley. .... 50	1,494,250	A. & O.	Oct. '72 4	..... pref. 50	2,400,000	J. & J.	Jan. '73 4				
Danbury and Newr. .... 50	400,000	M. & S.	Dec. '71 4	Phil. Ger. & Norristown. .... 50	1,626,250	M. & S.	Mar. '73 3				
Del., Lackaw. & Westn. .... 50	1,230,941	J. & J.	Jan. '73 3	Philadelphia & Reading ..... 50	32,684,375	J. & J.	Jan. '73 5				
Detroit & Milwaukee. .... 50	822,140	J. & J.	July '72 2d	..... pref. 50	1,561,800	J. & J.	Jan. '73 5				
..... pref. 50	2,095,000	J. & J.	Dec. '69 7	Phila. and Trenton ..... 100	1,259,100	J. & J.	Jan. '73 4				
Dubuque & Sioux City. .... 100	5,000,000	J. & J.	Oct. '72 3	Phila., Wil. & Balt. .... 50	11,485,750	J. & J.	Jan. '73 4				
East Pennsylvania ..... 50	1,309,200	J. & J.	Jan. '73 3	Pittsb., Ft. W. & Chi. .... 100	19,714,285	J. & J.	Jan. '73 4				
East Mahanoy ..... 100	392,950	J. & J.	Jan. '73 3	..... Special Imp. .... 100	2,000,000	J. & J.	Jan. '73 4				
Eastern (Mass.) ..... 100	4,282,600	J. & J.	Jan. '73 3	Pittsfield & N. Adams. .... 100	410,000	J. & J.	Jan. '73 3				
Eastern (N. H.) ..... 100	492,500	J. & J.	Jan. '73 3	Port and N. Kennebec. .... 100	616,700	J. & J.	Jan. '73 3				
Elmira, Jef. & Canand. .... 100	800,000	F. & A.	Feb. '73 2d	Yarmouth certificates. .... 100	202,400	A. & O.	Apr. '72 3				
Elmira & Williamsport. .... 50	500,000	M. & N.	Nov. '72 2d	Port, Saco & Portsm. .... 100	1,500,000	J. & J.	Jan. '73 5				
..... pref. 50	500,000	J. & J.	Jan. '73 3d	Providence and Worcester. .... 100	2,000,000	J. & J.	Jan. '73 5				
Erie Railway ..... 100	78,000,000	March	Mar. '75 1	Raleigh and Gaston ..... 100	1,800,000	J. & J.	July '71 6				
..... pref. 100	8,539,910	J. & J.	Mar. '73 3d	Rensselaer & Saratoga ..... 100	6,000,000	J. & J.	Jan. '73 4				
Erie and Pittsburg. .... 50	1,090,250	M. & S.	Dec. '72 1d	Roch. & Genesee Val. .... 110	567,500	J. & J.	Feb. '73 5d				
Fitchburg ..... 100	4,000,000	J. & J.	Jan. '73 4	Rome, Watert. and Ogd. .... 100	2,995,900	J. & J.	Feb. '73 5d				
Georgia ..... 100	1,166,000	J. & J.	July '72 4	Rutland ..... 100	2,700,000	J. & J.	Feb. '73 5d				
Grand River Val. guar. .... 100	1,000,000	J. & J.	July '72 4	..... preferred ..... 100	4,300,000	F. & A.	Feb. '73 5d				
Grand Trunk, (Ca.) ..... 100	14,367,946	A. & O.	Oct. '72 3d	St. Croix and Penobscot. .... 100	100,000	J. & J.	July '71 2				
Great Western, (Ca.) ..... 100	19,237,404	A. & O.	Aug. '70 3d	St. L., Alt. & T. ..... 100	2,300,000	J. & J.	May '68 7				
Hannibal & St. Joseph. .... 100	4,151,700	F. & A.	Aug. '70 3d	..... pref. 100	2,040,000	F. & A.	Feb. '73 3				
..... pref. 100	5,078,224	Annual	Aug. '70 3d	St. Louis and Iron Mt. .... 100	10,000,000	J. & J.	Nov. '72 4d				
Hanover Branch, (Pa.) ..... 50	116,850	M. & N.	Nov. '72 5	St. L., Kan. C. & North. .... 100	12,000,000	J. & J.	Nov. '72 4d				
Harlem Extension ..... 100	4,000,000	J. & J.	Jan. '73 3d	Saratoga and Schenec. .... 100	300,000	A. & O.	Oct. '72 3d				
Harrisburg & Lancaster. .... 50	1,182,500	J. & J.	Jan. '73 3d	Schuykill Valley ..... 50	576,050	J. & J.	Oct. '72 3d				
Houston, pref. .... 100	1,180,000	J. & J.	Jan. '73 4	Seaboard and Roanoke. .... 100	1,151,400	M. & N.	Nov. '70 1				
Huntingdon & Bd Top. .... 50	880,000	J. & J.	July '68 3d	Shamokin V. & Pottav. .... 50	869,450	F. & A.	Feb. '73 3				
Illinois Central ..... 100	25,280,510	F. & A.	Feb. '73 5	Shore Line ..... 100	995,800	J. & J.	Jan. '72 5d				
Indianapolis, Cin. & Laf. .... 50	7,885,497	M. & S.	Sept. '67 4	South Branch (N. J.) ..... 100	438,300	F. & A.	Jan. '72 3				
Iowa Falls & Sioux City. .... 100	4,625,000	J. & J.	Jan. '68 5	South Western, (Ga.) ..... 100	3,939,900	F. & A.	Feb. '72 4				
Jefferson, Mad. & Ind. .... 100	2,000,000	J. & J.	Jan. '68 5	Staten Island ..... 100	660,000	J. & J.	July '67 4				
Joliet and Chicago. .... 100	1,500,000	J. & J.	Oct. '72 1d	Stockbridge and Pitts. .... 100	443,700	M. & N.	Jan. '72 3d				
Joliet & North Indiana. .... 100	800,000	J. & J.	July '72 4	Stony Brook ..... 100	267,300	M. & N.	May '72 3				
Lake Shore & Mich. So. .... 100	44,446,500	F. & A.	Feb. '73 5	Summit Branch ..... 50	2,502,250	F. & A.	Feb. '73 3				
..... (guar.) 100	633,500	F. & A.	Feb. '73 5	Sussex (N. J.) ..... 50	317,870	J. & J.	Jan. '72 2d				
Lawrence ..... 50	260,200	J. & J.	Jan. '72 3	Syr., Bingham. & N. Y. .... 100	1,670,139	J. & J.	Sept. '72 4				
Leeds and Farmington. .... 100	600,000	J. & J.	Jan. '72 3	Taunton Branch ..... 100	500,000	J. & J.	Jan. '73 4				
Lehigh & Susquehanna. ....											



## NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	PAY- ABLE.	Market Price.
<b>National Securities Apl. 1, 1873.</b>											
Loan of June 14, 1858.....registered	\$6,045,000	5	Jan. & July.	1874	113	Massachusetts—(\$30,712,882):					
.. .. coupon	13,955,000	5	"	"	1874	.. State (public works) scrip, '72.....	706,000	5	Vario	'72-'80	....
Loan of February 8, 1861.....registered	13,759,000	5	Jan. & July.	1880	118	.. State (public works) scrip.....	364,000	5	June & Dec.	'72-'77	....
.. .. coupon	4,656,000	5	"	"	1880	.. Union Fund Loan, 1861.....	2,800,000	5	Jan. & July.	'72-'76	....
Oregon War Bonds of March 2, 1861.....coupon	845,000	5	Jan. & July.	1881	109	.. Union Fund Loan, 1862.....	600,000	5	"	'77-'78	....
Loan of July 17, and Aug. 5, 1861.....registered	125,513,550	5	Jan. & July.	1881	118	.. Coast Defense Loan, 1863.....	588,000	5	"	1883	99
.. .. coupon	63,807,300	5	"	"	1881	.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	99
Loan of Feb. 25, 1862 (5-20s).....registered	30,797,350	5	May & Nov.	1882	114	.. Bounty Loan, 1864, £226,000 stig.....	4,000,744	5	"	1894	....
.. .. coupon	233,292,800	5	"	"	1882	.. War Loan (5-20) cur. 1866.....	2,651,500	5	Mar. & Sept.	1886	....
Loan of March 3, 1863.....registered	53,495,450	5	Jan. & July.	1881	118	.. R. R. & Hoosac T. bonds, £1,448,700 stig.	7,175,451	5	April & Oct.	'88-'93	....
.. .. coupon	21,504,550	5	"	"	1881	.. R. R. & Hoosac Tunnel bonds, dollar.....	1,166,500	5	"	'90-'95	....
Loan of March 3, 1864 (5-20s).....registered	2,298,000	5	May & Nov.	1884	114	.. Loan (B. H. & Erie R. R.) £743,600 stig	3,599,024	5	Jan. & July.	1900	....
.. .. coupon	32,707,750	5	May & Nov.	1884	114	Michigan—(\$2,332,293):					
Loan of June 30, 1864 (5-20s).....registered	34,413,000	5	May & Nov.	1884	118	.. Canal Bonds, 1859.....	81,000	5	Jan. & July.	1879	....
.. .. coupon	36,454,250	5	"	"	1884	.. \$2,000,000 Loan Bonds, 1863.....	445,000	5	"	1873	....
Loan of March 3, 1865 (5-20s).....registered	119,199,600	5	May & Nov.	1885	117	.. \$2,000,000 Loan Bonds, 1863.....	431,000	5	"	1878	96
.. .. coupon	58,807,000	5	"	"	1885	.. \$2,000,000 Loan Bonds, 1863.....	718,000	5	"	1883	....
.. .. 2d series (5-20s).....registered	148,784,150	5	Jan. & July.	1885	117	.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. .. coupon	90,902,100	5	Jan. & July.	1885	117	.. Bounty (War) Bonds, 1866.....	100,000	6	Jan. & July.	1878	....
.. .. 3d series (5-20s).....registered	224,776,100	5	Jan. & July.	1887	119	Minnesota—(\$350,000):					
.. .. coupon	14,155,500	5	Jan. & July.	1888	116	.. Sioux War Bonds, 1862.....	100,000	7	May & Nov.	1872	....
.. .. 4th series (5-20s).....registered	24,472,900	5	Jan. & July.	1888	118	.. State Building Bonds, 1867-'68 and '69.....	250,000	7	Jan. & July.	'77-'79	....
.. .. coupon	140,023,300	5	Mar. & Sept.	1904	112	.. Railroad Bonds (suspended) 1858.....	2,275,000	...	June & Dec.	1883	....
.. .. 10-40s.....registered	54,541,000	5	Mar. & Sept.	1904	113	Missouri—(\$17,669,000):					
.. .. coupon	128,809,750	5	F. M. A. & N.	1881	118	.. State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	'82-'90	98
.. .. coupon	71,190,250	5	F. M. A. & N.	1881	119	.. Railroad Loans Bonds, 1854-'66.....	1,589,000	6	"	'87-'88	....
Consols .. .. registered	44	4	F. M. A. & N.	1886	....	.. S. W. Br. of Pacific R. R. bonds, guar.....	14,486,000	7	"	'74-'90	98
Consols .. .. coupon	44	4	F. M. A. & N.	1886	....	.. State Bonds, funding, 1867-'68.....	2,727,000	6	"	'76-'91	....
Consols .. .. registered	4	4	F. M. A. & N.	1901	....	Nevada—(\$680,000):					
Consols .. .. coupon	4	4	F. M. A. & N.	1901	....	.. State Bonds, for floating debt.....	660,000	10	Mar. & Sept.	'72-'87	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	650,000	3	Dem.	1901	....	New Hampshire—(\$2,405,400):					
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	Irred.	1875	....	.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	1875	....	....	.. War Loan Bonds, July 1, 1864.....	600,000	6	Mar. & Sept.	'84-'89	98
Pacific R. R. Bonds.....(currency)	64,623,512	4	Jan. & July.	'96-'99	114	.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	97
U. S. Notes and Fractional Currency.....	403,761,109	ntf.	....	....	....	New Jersey—(\$2,896,200):					
<b>State Securities, latest dates.</b>											
Alabama—(\$15,42,000):						.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	103
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'85-'92	59	.. War Loan Bonds, 1863, tax free.....	1,002,000	6	"	'86-'96	....
.. Bonds (new), 1866, '68 and '72.....	2,336,000	5	Jan. & July.	'86-'92	84	.. War Loan Bonds, 1864, tax free.....	584,400	6	"	'97-'02	....
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	"	'0-'91	....	New York—(\$38,121,600):					
.. Railroad Bonds endorsed, 1870 and '71.....	13,600,000	8	"	'90-'91	....	.. General Fund Stock.....	900,000	5	J. A. J. & O.	1875	....
Arkansas—(\$ 9,900,000):						.. General Fund Stock.....	800,000	5	"	1878	....
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	39	.. General Fund Stock.....	348,107	5	"	plena.	....
.. Levee Bonds, 1871.....	2,188,000	7	"	1901	....	.. General Fund Stock.....	1,159,780	5	"	plena.	....
.. Deficiency Bonds, 1872.....	300,000	7	"	1882	....	.. Canal Stock.....	1,108,420	5	"	1874	....
.. Railroad Aid Bonds, 1869 '70 and '71.....	5,465,000	7	April & Oct.	'69-'91	....	.. Canal Stock.....	7,408,000	5	"	'72-'78	105
California—(\$3,31,600):						.. Canal Stock.....	2,672,000	5	"	'74-'76	106
.. Civil Bonds 1867 and '60.....	2,108,000	7	Jan. & July.	'77-'80	....	.. Canal Stock.....	880,000	5	"	1877	....
.. Bounty and Relief Bonds, 1863 and '61.....	954,500	7	"	'83-'85	....	.. Bounty Loan Bonds, 1867, registered.....	20,675,000	7	Jan. & July.	1877	106
.. State Capital Bonds, 1871.....	250,000	7	"	1891	....	.. Bounty Loan Bonds, 1867, coupon.....	1,372,000	...	"	1877	107
Connecticut—(\$5,767,500):						North Carolina—(\$29,900,045):					
.. War Loan, Jan. 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....	.. State (old) Bonds 1843 to 1860.....	4,738,000	6	Jan. & July.	'72-'95	30
.. War Loan, Jan. 1863 and '64 (20s).....	2,586,000	5	"	'83-'84	99	.. State (old) Bonds 1843 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. War Loan, Oct. 1, 1864 (10-30s).....	935,500	6	April & Oct.	1874	....	.. State (new) Bonds, 1867 to 1870.....	3,009,045	6	Jan. & July.	'72-'95	17
.. War Loan, Oct. 1, 1865 (20s) tax free.....	1,741,100	6	"	1885	....	.. State (new) Bonds, 1867 to 1870.....	1,859,000	6	April & Oct.	'72-'95	....
Florida—(\$3,738,865):						.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	27
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....	.. Funding (Interest) Bonds, 1868.....	1,321,400	6	April & Oct.	1873	25
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....	.. Special Tax Bonds.....	11,407,000	6	"	'95-'99	16
.. Bonds, 1871.....	216,000	7	Various.	1901	....	Ohio—(\$39,027,721):					
.. Loan to Jack, Pensa. & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....	.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
Georgia—(\$10,494,500):						.. Loan of 1860 Bonds, skg f'd.....	1,600,000	6	"	1875	99
.. Bonds for W. & A. R. R. 1842, '43, '44 & '45	866,000	5	Various.	'72-'74	74	.. Loan of 1860 Bonds, skg f'd.....	1,495,369	6	"	1881	105
.. Bonds for W. & A. R. R. 1842 and 1843.	276,500	7	Various.	'72-'74	....	.. Loan of 1860 Bonds, skg f'd.....	2,400,000	6	"	1886	106
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....	Oregon—(\$290,527):					
.. Bonds for Atl. & Gulf R. R., 1866.....	200,000	6	"	'81-'86	....	.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Bonds of Act of March 12, 1866.....	3,900,00	7	Jan. & July.	1886	....	.. Willamette Canal & Lock Bonds of 1870.....	200,000	7	"	1890	....
.. Bonds of Acts of Sept. and Oct. 1870.....	4,880,000	7	Various.	1890	90	Pennsylvania—(\$2,272,956):					
.. Railroad endorsements, to July 1872.....	12,000,000	7	Various.	'90-'92	84	.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
Illinois—(\$2,133,634):						.. Loan of Feb. 1867 (5-10s).....	3,786,550	5	"	'72-'77	102
.. Interest Bonds, Inscribed stock, 1847.....	971,834	6	Jan. & July.	1875	....	.. Loan of Feb. 1867 (5-10s).....	90,400	5	"	'77-'82	....
.. Refunded Stock Bonds, 1859.....	348,000	6	"	'77-'78	....	.. Loan of Feb. 1867 (10-15s).....	7,890,550	5	"	'77-'82	107
.. Thornton Loan Bonds, 1861.....	102,000	6	"	1880	....	.. Loan of Feb. 1867 (15-25s).....	723,950	5	"	'82-'92	....
.. War Loan Bonds, 1861.....	417,000	6	"	1880	....	.. Loan of Feb. 1867 (15-25s).....	9,271,850	5	"	'82-'92	109
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....	.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
Kansas—(\$1,336,675):						.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....	.. State Stocks (old).....	1,108,420	5	"	'77-'78	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'76-'89	....	.. State Stocks (old).....	...	4	Jan. & July.	1882	....
Kentucky—(\$2,750,510):						Rhode Island—(\$2,770,000):					
.. State Bonds 1835 and '43.....	160,000	5	Mar. & Sept.	1873	....	.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99
.. State Bonds, 1840 to 1851.....	683,000	6	April & Oct.	'71-'72	....	.. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....	.. of June 1863.....	602,000	6	Jan. & July.	1893	....
Louisiana—(\$21,214,800):						.. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000										

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$980,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Ga. tax fr.	\$3,630,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,360,000	7*	" "	" "	1893	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	680,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	" "	" "	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	94
Albany and Susquehanna:							Buffalo, New York & Phila.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	98 1/2	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
2d Mortgage.....	2,000,000	7	April & Oct.	" "	1885	97	Burlington, Cedar Rapids & Minn.:						
3d Mortgage.....	399,000	7	May & Nov.	" "	1881	92 1/2	1st Mortgage coin or stg skg fd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	90
Albany Loan.....	1,000,000	6	" "	Albany.	1896	....	Burlington and Missouri River:						
Alexandria and Fredericksburg:							Land and R. R. Mortgage.....	5,058,350	7	April & Oct.	Boston.	1893	95 1/2
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1899	....	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	" "	1875	....
Allegheny Valley:							Stock Bonds pref. 3d lien.....	1,200,000	8	" "	" "	1878	....
General Mortgage.....	4,000,000	7.3	Jan. & July.	New York.	1896	93	Stock (common) Bonds.....	980,000	8	April & Oct.	" "	1879	....
Special Mortgage to Penna.....	3,600,000	5	" "	Harrisburg.	....	87 1/2	Stock (common) Bonds.....	899,500	8	Jan. & July.	" "	1894	....
Androscoquin:							Stock (common) Bonds.....	1,377,840	8	" "	" "	1889	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Burlington & Mo. Riv. in Neb.:						
Arkansas Central (narrow gauge):							1st Mortgage convertible.....	5,567,971	8	Jan. & July.	Boston.	1894	100 1/2
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	70	Burlington and Southwestern:						
Atchison and Nebraska:							1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1896	....
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	....	Cairo and Fulton (Arkansas):						
Atchison, Topeka and Santa Fe:							1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	87 1/2	Cairo and St. Louis (3 ft. gauge):						
Land Grant Mortgage (gold).....	7,500pm	7*	April & Oct.	" "	1902	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
Atlanta and Richmond Air Line:							Cairo and Vincennes:						
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	88 1/2	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	....
Atlantic and Great Western:							California Pacific:						
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	" "	1902	....	Camden and Atlantic:						
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	" "	1902	....	2d Mortgage of 1854.....	500,000	7	April & Oct.	Camden.	1879	....
Atlantic and Gulf:							Camden and Burlington County:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Sectional (S.A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....	Canada, Michigan and Chicago:						
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....	1st Mort. (skg fd) for \$2,750,000.	....	7	" "	New York.	....	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....	Canada Southern:						
Atlantic and Lake Erie:							1st Mort (skg fd) g'd for \$9,000,000	8,760,000	7*	Jan. & July.	N. Y., L. & F.	1906	92 1/2
1st Mort. (gold) for \$5,000,000.	....	7*	Jan. & July.	New York.	1901	....	Carthage & Burlington (C.B. & Q.):						
Atlantic, Miss. and Ohio (428 m.):							1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
1st Mortgage for \$15,000,000.	....	7	Jan. & July.	New York.	1901	....	Catawissa:						
Atlantic and North Carolina:							1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage (new).....	1,300,000	7	" "	" "	1900	161
Atlantic and Pacific:							Chattel Mortgage.....	158,350	10	" "	" "	'89-'90	102
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	Cazenovia and Canastota:						
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
Atlantic and St. Lawrence:							Cedar Falls and Minnesota (Ili. C.):						
1st Mortgage (sterling) of 1863...	484,000	6*	May & Nov.	London.	1873	....	1st Mort. (C. F. to Waverly).....	294,000	7	April & Oct.	New York.	1884	82
2d Mortgage (sterling) of 1864...	1,499,966	6*	April & Oct.	" "	1884	....	1st Mort. (W. to Minn. Line)...	1,377,000	7	Jan. & July.	" "	1907	....
3d Mortgage (sterling) of 1871...	712,932	6*	May & Nov.	" "	1891	....	Cedar Rapids & Mo. Riv. (C. & N.W.):						
Bald Eagle Valley:							1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage 2d Div. \$10,000 p. m.	582,000	7	" "	" "	1894	86 1/2
2d Mortgage.....	100,000	7	" "	" "	1884	....	1st Mortgage 3d Div. \$16,000 p. m.	2,332,000	7	May & Nov.	" "	1910	87
Baltimore and Ohio:							Central Branch Union Pacific:						
Loan of 1866-'75.....	863,250	6	Jan. & July.	Baltimore.	1875	98 1/2	1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
Loan of 1866-'80.....	679,500	6	" "	" "	1880	96 1/2	2d Mortgage Govern'mt subsidy.	1,000,000	6	Jan. & July.	" "	1895	....
Loan of 1866-'85.....	1,710,500	6	April & Oct.	" "	1885	94 1/2	Central of Georgia:						
Loan of 1866-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	" "	1890	....	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....	Central of Iowa:						
2d Mort.(N.W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100	1st Mortgage, gold, \$14,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	88
3d Mort.(N.W. Va. R. R.) assumed	140,000	6	" "	" "	1885	92	2d Mortgage, gold, \$4,000 p. m.	812,000	7*	April & Oct.	" "	1901	79
Baltimore and Potomac:							Central of New Jersey:						
1st Mort. (funnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
1st Mortgage (H. R.) gold guar.....	3,500,000	6*	April & Oct.	" "	1911	....	Convertible bonds of 1872.....	1,725,000	7	" "	" "	1902	....
Bangor and Piscataquis:							1st Mortgage for \$5,000,000.....	5,000,000	7	Feb. & Aug.	" "	1890	103
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Bangor.	1899	....	Loan of Loh. C. & Nav. Co. (asu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	" "	1901	....	Central Ohio (B. & O.):						
Bay City and East Saginaw:							1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	86 1/2
1st Mort. guar. by F. & P. M. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Central Pacific of California:						
Bedford and Bridgeport:							1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	103 1/2
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	Convertible 20 years bonds, gold	1,600,000	7*	" "	" "	1883	100
Belmont and Moosehead Lake:							State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	111
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
Belleville and Southern Illinois:							1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. guar. by St. L. & T. H.	1,100,000	8	April & Oct.	New York.	1896	95	1st Mort. (S. Fr. Okla. & Ala.)...	1,500,000	6*	" "	" "	1890	....
Beloit and Madison (C. & N.W.):							1st Mort. (San Joaquin V. D.) gold	4,050,000	6*	April & Oct.	San Francisco	1890	....
1st Mortgage.....	338,000	7	Jan. & July.	New York.	1888	....	Land bonds (Con. Pac. Co.) gold	9,158,000	6*	" "	New York.	1890	....
Belvidere Delaware:							Charleston and Savannah:						
1st Mortgage (guar. by C. & O.)	1,000,000	6	June & Dec.	New York.	1877	96	1st Mortgage guar. by S. Car....	505,000	6	March & Sept.	Charleston.	1877	....
2d Mortgage (A. Co. and	499,500	6	March & Sept.	Princeton.	1885	84	Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	" "	1887	81	Charlotte, Columbia & Augusta:						
Bine Ridge, (S. Car.):							1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895	....
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Charters:						
Boston and Albany:							1st Mort. guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
Curry bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105 1/2	Cheraw and Darlington:						
Boston, Clinton and Fitchburg:							1st Mortgage dated Jan. 1, 1871.	150,000	8	April &			



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La.F.):						
1st Mort. for \$1,000,000 skg fund	\$.....	10	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa:							2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	"	77-87
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....	Cinc., Richmond & Fort Wayne:						
Chester Valley:							1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cincinnati, Sandusky and Clev.:						
Chicago and Alton:							1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	79
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102	1st Mort. (San. Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77 1/2
1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	104	1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	90
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	95	Cincinnati and Springfield:						
1st Mort. (St. L. & C.) assumed	564,000	7	"	"	1894	94	1st Mortgage for \$2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
2d Mort. ( " )	188,600	7	Jan. & July.	"	1898	....	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort. (Ind. Div.) for \$6,000,000	.....	7	"	New York.	1901	....
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	111 1/2	Cincinnati, Wabash and Mich.:						
Trust Mortgage, skg fund conv.	150,000	8	"	"	1883	....	1st Mortgage for \$16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Trust Mortgage (Burl. to Peoria)	6,000	7	April & Oct.	"	1890	....	Clev., Col., Cin. & Indianapolis:						
2d Mort. (Northern Cross) gold..	941,000	4 1/2	July.	Frankfort.	1890	....	1st Mortgage sinking fund.....	2,064,000	7	May & Nov.	New York.	1899	103
Loan of 1872.....	6,953,228	7	Jan. & July.	Boston.	1896	94	1st Mort. (C. & C. and G. R. R.)..	323,000	7	June & Dec.	"	73-74	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	"	New York.	1878	....	1st Mort. (Bell. and Ind. R.R.)..	616,000	7	Jan. & July.	"	1895	....
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	"	1879	....	Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mort. (Dix. Peo. & Han.) guar.	800,000	8	Jan. & July.	"	1889	96	1st Mortgage 1883.....	650,000	7	Feb. & Aug.	New York.	1878	....
1st Mort. (Car. & Burl.) guar.....	600,000	8	May & Nov.	"	1879	....	2d Mortgage (sinking fund) 1866	487,900	8	March & Sept.	"	1876	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	"	1890	100 1/2	1st Mort. (Branch) 1863.....	71,000	7	Jan. & July.	"	1873	....
1st Mort. (O. O. & Fox Rv.) guar.	1,200,000	8	"	"	1900	100	Clev., Mt. Vernon and Delaware:						
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	"	1890	99	1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
Chicago, Cincinnati and Louisville:							Cleveland and Pittsburg (Pa. Co.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	100
Chicago, Clinton & Dubuque:							3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	"	1875	84 1/2
1st Mort. guar. C. B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1896	80	4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	"	1892	97
Chicago, Danville and Vincennes:							Consol. sinking fund guar.....	628,000	7	May & Nov.	"	1900	....
1st Mortgage (Ill. Div.) gold....	2,500,000	7*	April & Oct.	New York.	1909	90	Colebrookdale:						
1st Mortgage (Ind. Div.) gold....	1,500,000	7*	"	"	1912	....	1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Chicago, Dubuque & Minnesota:							Colorado Central (3 ft. gauge):						
1st Mortgage guar. \$25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78 1/2	1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
Chicago and Illinois Southern:							Columbus, Chicago & Ind. Cent.:						
1st Mortgage for \$19,000 p. m.	.....	8	March & Sept.	New York.	1900	....	1st Mortgage Consol. skg fund..	15,344,750	7	April & Oct.	New York.	1908	86 1/2
Chicago and Iowa:							2d Mortgage Consol. skg fund..	3,679,900	7	Feb. & Aug.	"	1909	72 1/2
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	96 1/2	Columbus, Springfield and Cin.:						
Chicago, Iowa and Nebraska:							1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
2d Mort. (now 1st) guar. C. & N.W.	592,000	7	Jan. & July.	Boston.	1880	....	Columbus and Hocking Valley:						
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
Chicago and Northwestern:							1st Mortgage (Branch).....	200,000	7	Jan. & July.	"	1880	....
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	102 1/2	General Mortgage.....	1,000,000	7	April & Oct.	"	1891	....
Funded coupons (193 m.).....	755,000	7	May & Nov.	"	1883	97	Columbus and Xenia:						
General 1st Mortgage (193 m.)..	3,588,000	7	Feb. & Aug.	"	1885	98	1st Mortgage, guar. by Pa. Co...	302,000	6	March & Sept.	New York.	1890	....
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	"	"	1885	....	Connecticut and Passumpsic Riv.:						
Green Bay Ext. (20m & 76,000 ac.)	500,000	7	"	"	1885	....	1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	104
Equipm't (Engs. & Cars \$400,000)	101,000	7	April & Oct.	"	1874	....	Notes payable, conv. at par.....	594,000	6	"	"	1876	100
1st Mort. (Gal. & Chic. 248 m.)..	1,735,000	7	Feb. & Aug.	"	1882	101 1/2	1st Mort. (Massawippi) guar. gold	400,000	6	Jan. & July.	"	1889	....
2d Mort. (Gal. & Chic. 248 m.)..	948,000	7	May & Nov.	"	1875	98	Connecticut River:						
Miss. Riv. Bridge ( " ).....	200,000	7	Jan. & July.	"	1884	....	1st Mortgage skg fund.....	250,000	7	March & Sept.	Boston.	1878	....
Elgin & State Line ( " ).....	135,000	7	"	"	1878	....	Connecticut Valley:						
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	"	1898	95	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Consol. skg fund (C. & N.W. R'y)	2,550,000	7	F. M. A. & N.	"	1915	91	Connecticut Western:						
Equipm't (Eng. & Cars \$2,750,000)	275,000	10	May & Nov.	"	1871	....	1st Mortgage for \$2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	"	"	1911	....	Connecting (Philadelphia):						
1st Mort. (Menominee Ext.) gold.	2,700,000	7*	June & Dec.	"	1911	....	1st Mort. ABCD & E \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1,2,3,4.	87
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	"	1874	94	Cooperstown and Susq. Valley:						
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	"	1874	....	1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
3d Mort. ( " ) guar.....	10,500	7	June & Dec.	"	1898	....	Cowanesque Valley:						
1st Mort. (Chic. & Mil. R.W.) guar.	1,335,000	7	Jan. & July.	"	1898	94	1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	"	"	1888	....	Cumberl'd & Penn. (Consol. Coal):						
Chicago & Northern Pac. Air-Ln.							2d Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
1st Mort. (skg fd gold \$25,000pm)	.....	7*	June & Dec.	New York.	1902	....	2d Mortgage, sinking fund.....	709,000	7	May & Nov.	"	1888	....
Chicago & Mich. Lake Shore:							Cumberland Valley:						
1st Mort. of Sept. 1, '69, \$16,000pm	1,350,000	8	May & Nov.	New York.	1889	77	1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. of Nov. 1, '71, \$16,000pm	.....	8	March & Sept.	"	1891	....	2d Mortgage.....	109,500	8	"	"	1908	....
Chicago, Omaha and St. Joseph:							Plain bonds.....	81,800	6	Jan. & July.	"	1884	....
1st Mortgage for \$8,000,000.....	.....	8	April & Oct.	New York.	1901	....	Danbury and Norwalk:						
Chicago and Paducah (C. B. & Q.):							1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage \$28,000 p. m. gold..	.....	7*	.....	Boston.	1901	....	1st Mortgage of July 1, 1870....	200,000	7	"	"	1890	....
Chi. Pekin & Southw'n (C.B. & Q.)							Danv. Hazleton & Wilkesbarre:						
1st Mortgage for \$1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....	1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Chicago, Rock Island and Pacific:							Davenport and St. Paul:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....	1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage fund (C. R. I. & Pac.)	8,600,000	7	"	"	1896	104	Dayton and Michigan (C.H. & D.):						
Chi. & Southw'n (C. R. I. & Pac.):							1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	107	2d Mortgage, guar.....	642,000	7	March & Sept.	"	1887	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	"	1901	....	3d Mortgage, guar.....	700,000	7	April & Oct.	"	1888	....
Chicago & Wisconsin Midland:							Toledo Depot bonds guar.....	160,500	7	March & Sept.	"	81-94	....
1st Mort. g'd skg fd for \$41,000,000	.....	7*	Jan. & July.	New York.	1902	....	Dayton and Union:						
Chicago and Superior:							1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....	2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
1st M. (Chi. & Sup.) g'd \$5,000,000	.....	7*	Jan. & July.	"	1902	....	Income Bonds.....	252,446	6	"	"	1879	....
Chillicothe & Brunswick:	</												

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Eel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$.....	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	\$477,688	7	May & Nov.	Boston.	1891	....
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	84	1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	....
2d Mortgage.....	300,000	8	Jan. & July.	"	1891	....	Galea & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	101
1st Mortgage (consolidation)....	3,000,000	8	April & Oct.	Boston.	1896	81	2d Mortgage.....	948,000	7	May & Nov.	"	1875	98
Detroit and Milwaukee:							Elgin and State Line Purchase..	135,000	6	Jan. & July.	"	1878	....
1st Mortgage (D. & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....	Mississippi Bridge.....	200,000	7	"	"	1884	....
2d Mortgage ( " ).....	1,000,000	8	"	"	1875	....	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....	Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'86	....
2d Funded Coup. ( " ).....	375,724	7	"	"	1875	....	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....	1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
Oakl. & Ottawa R.R. cur'y bonds	51,000	7	"	New York.	1873	....	2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....
Detr. & Pontiac R. R. bonds.....	250,000	7	"	"	1878	....	Goshon and Deckertown:						
Detr. & Pontiac R. R. bonds.....	250,000	8	Feb. & Aug.	"	1886	....	1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):							Grand Rapids & Indiana:						
1st Mortgage Aug. 1, 1866.....	924,000	7	Feb. & Aug.	New York.	1876	96	1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
Dubuque and Sioux City:							1st Mort' not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	93	Grand River Valley (Mich. C.):						
Dubuque Southwestern:							1st Mort., assumed by Lessees...	1,500,000	8	Jan. & July.	New York.	1876	....
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....	2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	100
1st Mortgage, preferred & guar.	160,000	7	Jan. & July.	"	1883	....	Grand Trunk (Ca.):						
Dunkirk, Warren & Pittsburgh:							Equipment Bonds \$500,000.....	2,508,000	6*	April & Oct.	London.	....	....
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....	Equipment Bonds No. 2 \$270,500	1,350,000	6*	"	"	....	....
Dutchess and Columbia:							Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....	1st Preference Bonds \$2,838,385	14,191,675	5*	Jan. & July.	"	....	....
East Alabama and Cincinnati:							2d Preference Bonds \$1,688,765	8,428,825	4*	"	"	....	....
1st Mort. end. \$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....	Provincial Debent's \$3,111,500	15,587,500	....	.....	Ottawa.	....	....
East Brandywine & Waynesburg:							Great Western of Canada:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	....
2d Mortgage.....	35,000	8	"	"	1873	....	Common (Company) Bonds....	1,384,117	4	"	"	'72-'78	....
East Pennsylvania (Ph. & Rdg.):							Common ( " ) Bonds.....	2,983,975	6	May & Nov.	"	'73-'76	....
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1883	101	Common ( " ) Bonds.....	2,662,067	5	April & Oct.	"	'77-'78	....
East Tenn. & Georgia (E.T.V. & G.):							Common ( " ) Bonds.....	4,867	5	"	"	1881	....
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....	Common ( " ) Bonds.....	3,650,000	6	June & Dec.	"	1890	....
East Tenn. & Vir. (E.T.V. & Ga.):							Greenville and Columbia:						
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....	1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
East Tennessee, Virginia & Ga.:							1st Mortgage not guaranteed....	376,766	7	"	"	'81-'86	....
1st Mort., sks fund for \$3,500,000	2,519,000	7	Jan. & July.	New York.	1890	90	Greenwich and Johnsonville:						
Eastern (Mass.):							1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
English Loan, July 1, 1862.....	383,000	6*	Jan. & July.	London.	1872	....	Hackensack & New York Ext.:						
Loan of 1864-'74.....	750,000	6	Feb. & Aug.	Boston.	1874	97	1st Mortgage \$10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94	Hannibal and Naples (T.W. & W.):						
Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	....	1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	90
Loan of 1868-'88.....	500,000	6	March & Sept.	"	1888	91	2d Mortgage.....	125,000	7	Jan. & July.	"	1890	....
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	90	Hannibal & Central Missouri:						
Loan of 1872-'82.....	1,500,000	7	"	"	1882	101	1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	87
Eastern Shore (Md.):							2d Mortgage.....	250,000	7	Feb. & Aug.	"	1899	....
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	Hannibal and St. Joseph:						
2d Mortgage.....	130,000	6	April & Oct.	"	1886	....	Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	91
Elizabethtown and Paducah:							Missouri State Loan.....	1,500,000	6	"	"	'87-'88	....
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	Six years Mortgage bonds (222m)	5,000	10	"	"	1872	....
Elmira and Williamsport (N. Cen.):							Five years' notes (277 m.).....	139,300	8	Various.	"	1874	....
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	95	Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	"	1885	84
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1872	59	1st Mort. (Q. & Palm R.R. 15 m)	500,000	8	Feb. & Aug.	"	1892	....
Erie Railway:							1st Mort. (K. City & Cam. RR 55 m)	1,200,000	10	Jan. & July.	"	1886	90
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1897	103	General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	"	1888	....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	"	1879	99	General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	"	1888	....
3d Mortgage.....	6,000,000	7	"	"	1883	98	Harlem Extension:						
4th Mortgage convertible.....	4,441,000	7	April & Oct.	"	1880	97	1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
5th Mortgage convertible.....	926,500	7	June & Dec.	"	1888	100	Harrisburg & Lancaster:						
Buffalo Branch, 1st mortgage....	186,400	7	Jan. & July.	"	1891	....	1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	92
Sterling Loan (\$1,600,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....	Hartford and New Haven:						
Consol. Mort. for \$30,000,000, g'd	3,000,000	7*	"	NY & London.	1920	95	1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	....
Erie and Louisville:							Hartford, Providence and Fitchkill:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....	1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Erie and Pittsburgh (Penn.):							1st Mort. (Conn. 96.04 m.) skg f.d.	1,574,500	7	"	Hartford.	1876	....
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....	Holly, Wayne & Monroe (F.&P.M.):						
2d Mortgage.....	115,200	7	March & Sept.	"	1890	....	1st Mortgage guar., tax free....	1,000,000	8	Jan. & July.	New York.	1901	....
Consolidated Mortgage tax free.	2,039,000	7	Jan. & July.	"	1893	....	Holyoke and Westfield:						
Equipment Mortgage.....	600,000	7	April & Oct.	"	1890	....	1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
European & N. American (Me.):							Housatonic:						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
1st L.M. (& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	"	1899	87	2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	....
Evansville and Crawfordville:							3d Mortgage of 1869.....	100,000	6	April & Oct.	"	1889	....
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....	Houston and Texas Central:						
1st Mortgage.....	150,000	7	March & Sept.	"	1889	....	1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	"	1881	....	Hudson River (N.Y. Cen. & H.R.):						
Evansville, Henderson & Nashv.:							1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885	104
Evansville, Terre Haute & Chi.:							3d Mortgage.....	180,000	7	May & Nov.	"	1885	....
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....	Hudson Connecting (NY & OMid):						
Fall River, Warren & Providence:							1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....	Huntingdon and Broad Top Mt.:						
Phnt and Pere Marquette:							1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1880	102
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....	2d Mortgage.....	367,500	7	Feb. & Aug.	"	1875	84
" 2d series (92,748 a.).....	221,000	7	Jan. & July.										



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1858	\$1,589,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1869.....	\$1,800,000	7	April & Oct.	New York.	1879	....
1st Mortgage (I. C. & L.F.) of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....	Consol. registered July 1, 1870....	3,699,000	7	J. A. J. & O.	" "	1860	98 1/2
1st Mortgage ( " ) of 1869	1,666,000	7	June & Dec.	" "	1899	....	Consol. coupon July 1, 1870.....	1,334,900	7	Jan. & July.	" "	1890	101
Indianapolis and St. Louis:							Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1890	96
1st Mortgage.....		7	Jan. & July.	New York.	1916	....	Sunbury July 1, 1864.....	500,000	7	Jan. & July.	" "	1874	....
1st Mortgage.....	2,000,000	7	March & Sept.	" "	1916	....	Reg. Jan. 1, 1855 C.P. & A. R.R.	1,000,000	7	" "	" "	1890	98
1st Mortgage.....		7	April & Oct.	" "	1916	....	3d Mort. Oct. 1, '81	1,000,000	7	April & Oct.	" "	1892	93 1/2
2d Mortgage.....	1,000,000	7	" "	" "	1900	....	1st Mort. (Junc. R.R.) Dec. 1, 1862	115,000	7	June & Dec.	" "	1872	....
Equipment Mortgage.....	500,000	8	Jan. & July.	" "	1881	....	Skgs Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1886	102
Iowa Eastern:							Mort. April 1, 1866	864,000	7	April & Oct.	" "	1886	93 1/2
1st Mortgage gold.....	14,000pm	7*	Feb. & Aug.	New York.	1902	....	1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1886	105
Iowa Falls & Sioux City (Ill. Cen.):							2d Mort. Oct. 31, 1867	2,663,000	7	" "	" "	1877	100
1st Mortgage guaranteed.....	2,960,000	7	April & Oct.	New York.	1917	....	Mort. Nov. 1, 1868	100,000	7	May & Nov.	" "	1875	....
Iowa Midland (C. & N. W.):							Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
1st Mort., \$16,000 guar.....		8	Feb. & Aug.	New York.	1900	105 1/2	Mort. Sept. 1, 1866	300,000	7	March & Sept.	" "	1886	....
Ironton (Penn.):							Mort. April 1, 1868	3,000,000	7	April & Oct.	" "	1898	95
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....	1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	" "	1876	96
Ithaca and Athens:							1st Mort. Sept. 1, 1869 (K. & W.F.)	400,000	8	Jan. & July.	" "	1887	....
1st Mortgage gold, skg fund.....	600,000	7*	Jan. & July.	New York.	1890	99	1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	" "	" "	1887	....
Jackson, Lansing & Saginaw (M.C.):							1st Mort. Oct. 1, 1867 (K. & Sch.)	840,000	8	" "	" "	1888	95
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1886	108	1st M. July 1, '68 (K. & Ail. & Gr.R.)	500,000	7	" "	" "	var	....
2d Mortgage.....	500,000	8	March & Sept.	" "	1888	....	1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	June & Dec.	" "	1894	....
1st Mortgage, Northern Ext.....	940,000	8	May & Nov.	" "	1890	....	2d Mort. Jan. 1, 1869	500,000	7	" "	" "	1894	....
Jacksonville, Pensac. and Mobile:							Lawrence (P. Ft. W. & Chi.):						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....	1st Mortgage, guaranteed.....	600,000	7	April & Oct.	Philadelphia.	1895	....
1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	....	Leavenworth, Lawr. & N. West'n						
2d Mortgage guaranteed.....	500,000	7	June & Dec.	" "	1894	....	1st Mort. guar. by Pac. of Mo....	255,000	7	Feb. & Aug.	New York.	1899	....
Jefferson (Erie):							Leaven, Lawrence & Galveston:						
1st Mort. (Hawley Section).....	208,000	7	Jan. & July.	New York.	1887	....	1st Mort. skg fund conv., gold....	5,000,000	10	Jan. & July.	N. Y. & Bos.	1899	77 1/2
2d Mort. ( " ).....	94,000	7	" "	" "	1889	....	Lehigh and Lackawanna:						
1st Mort. (Carbondale Section).....	2,000,000	7	" "	" "	1889	....	1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Jeffersonville, Madison & Indian:							Lehigh Valley:						
1st Mortgage consol.....	2,089,000	7	April & Oct.	New York.	1906	....	1st Mortgage (old loan).....	902,000	6	May & Nov.	Philadelphia.	1873	101 1/2
2d Mortgage consol.....	2,000,000	7	Jan. & July.	" "	1910	....	1st Mortgage (new loan) tax free	3,646,000	6	June & Dec.	" "	1898	98
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	" "	1882	....	2d Mortgage for \$6,000,000	4,712,000	7	March & Sept.	" "	1910	104
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....	Lexington & St. Louis (P. of Mo.):						
Joliet and Chicago (C. & Alton):							1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1899	....
1st Mortgage skg fund guar.....	500,000	8	Jan. & July.	New York.	1882	96	Little Miami:						
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1883	....
Junction (Cin. & Indianapolis):							Street Connection Bonds.....	500,000	6	Jan. & July.	" "	1894	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....	Little Rock and Fort Smith:						
2d Mortgage.....	798,000	7	March & Sept.	" "	1893	....	1st Mortgage gold.....	3,000,000	6*	Jan. & July.	N. Y. & Bos.	1900	31 1/2
1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	" "	1884	....	Land Grant sinking fund.....	5,000,000	7	April & Oct.	" "	1900	25 1/2
Junction, Philadelphia:							Little Schuylkill (Phila. & Rd.):						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage, guaranteed.....	771,500	7	April & Oct.	Philadelphia.	1877	99 1/2
2d Mortgage not guaranteed.....	300,000	6	April & Oct.	" "	1900	....	Logansport, Crawf. & S'wath Ind.:						
Junction and Breakwater:							1st Mortgage gold.....	1,500,000	8*	F. M. & A. N.	New York.	1900	99
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	....	Long Br. and Sea Shore (N.J. So.):						
Kalamazoo, Allegan & Gr. Rapids:							1st Mortgage guaranteed.....	200,000	6	Jan. & July.	New York.	1889	....
1st Mort. assumed by L.S. & M.S.O.	840,000	8	Jan. & July.	New York.	1888	95	Long Dock (Erie):						
Kalamazoo and Schoolcraft:							1st Mortgage guaranteed.....	3,500,000	7	June & Dec.	New York.	1892	97
1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1887	....	Long Island:						
Kalamazoo & S. Haven (M. Cen.):							1st Mortgage main line.....	500,000	6	Jan. & July.	New York.	1875	92
1st Mortgage guar. by lessees.....	640,000	8	May & Nov.	Boston.	1889	100 1/2	1st Mortgage (Extension).....	175,800	7	Feb. & Aug.	" "	1890	....
Kalamazoo & White Pigeon:							1st Mortgage (Glen Cove Br.).....	150,000	6	May & Nov.	" "	1893	....
1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	....	General Mortgage.....	775,000	7	" "	" "	1899	....
Kan. City, St. Jo. & Coun. Bluffs:							Louisville & Miss. Riv. (Ch. & Al):						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bos.	1888	....	1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.	1900	....
2d Mort. ( " ).....	150,000	10	" "	" "	1878	....	Louisville, Cin. and Lexington:						
1st Mort. (St. Jo. & CB 78 m.) conv. t. f.	1,400,000	10	March & Sept.	" "	1892	....	1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mort. ( " ).....	539,500	8	June & Dec.	" "	1874	....	2d Mortgage for \$1,000,000.....	345,000	8	April & Oct.	" "	1900	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7*	Feb. & Aug.	New York.	1893	....	Louisville and Nashville:						
1st Mort. ( " ) gold	1,000,000	7*	" "	" "	1893	....	1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	1873-76	91
Consolidated Mort. (260m.) conv.	687,000	8	March & Sept.	" "	1892	....	1st Mortgage (Memph. Br. 46.37m.)	139,000	7	May & Nov.	" "	1872-75	....
Kansas City & Santa Fe (L.L. & G.):							1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	1890-95	....
1st Mortgage guar. by Lessees.....	2,000,000	10	May & Nov.	Boston.	1900	....	Consol. M. for \$5,000,000 (392 m.)	6,847,000	7	April & Oct.	" "	1898	93
Kansas Pacific:							Louisv. N. Al. & St. Lo. Air-Line						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	" "	New York.	1901	....
1st Mort. (2d Div. 253.94 m.) gold	4,083,000	6*	June & Dec.	" "	1896	86	Macon and Augusta:						
1st M. (3d Div. 244.66m. & 3,000,000m.)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102 1/2	1st Mortgage end by State of Ga.	670,000	7	Jan. & July.	New York.	188-91	....
1st Mortgage (1,000,000 acres).....	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....	1st Mortgage not guaranteed ..	100,000	7	" "	" "	1890	....
1st Mortgage (2,000,000 acres) gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1890	....	Macon and Brunswick:						
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1877	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	" "	U. S. Treas.	1905-97	....	2d Mort. " " " " " "	660,000	7	May & Nov.	" "	1900	....
3d Mortgage (Income).....	4,275,359	7	March & Sept.	" "	1916	....	2d Mortgage.....	1,100,000	7	April & Oct.	" "	1883	....
Kent County (Del.):							Equipment Mortgage.....	150,000	7	" "	" "	1879	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	85	Macon and Western:						
Kentucky Central:							1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	" "	1890	....
1st Mortgage (Cov. & Lex.) 1852.	123,000	7	March & Sept.	New York.	1872	....	Maine Central:						
2d Mortgage ( " ) 1853.	844,000	7	" "	" "	1883	....	Consolidated Mort. for \$7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
3d Mortgage (Kent. Cen.) 1855.	227,000	7	June & Dec.	" "	1885	....	\$1,100,000 Loan, tax free.....	746,300	7*	Jan. &			

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	50	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & N. S.)						
Massillon & Cleve. (C. M. V. & D.)							1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage gold .....	500,000	6*	April & Oct.	Nashville.	1887	....
Mayville and Lexington:							Naugatuck:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Memphis and Charleston:							Newark & New York (Cen. N. J.)						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	86	1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	Newark, Somerset & Straitsville:						
Memphis and Little Rock:							1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	....	New Brunswick and Canada:						
Michigan Air Line:							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage (E. D. V.) \$15,000 p.m.		8	Jan. & July.	Boston.	1890	101	Newburg & New York (Erie):						
Michigan Central:							1st Mortgage for \$600,000.....		7	Jan. & July.	New York.	1889	....
1st Mortgage, convertible.....	558,000	8	April & Oct.	New York.	1882		New H. Middle'n & Willman:						
1st Mortgage, sinking fund conv.	2,204,000	8	"	"	1882	116	1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
Trust Mortgage for \$10,000,000..	4,500,000	7	May & Nov.	"	1902	99	New Haven & Northampton:						
1st Mort. (M. Air L. W. D.) ass'd	1,900,000	8	Jan. & July.	"	1890	106	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886		Convertible.....	400,000	6	April & Oct.	"	1880	....
2d Mort. ( " ) guar.	500,000	8	March & Sept.	"	1879	100	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....
1st Mort. (K. & So. Hav. Yt.) guar.	640,000	8	May & Nov.	"	1889	100	New Jersey See United Company's						
2d Mort. ( " ) guar.	70,000	8	"	"	1889	....	New Jersey Midland (N. Y. & O. M.)						
Michigan Lake Shore:							1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....	2d Mortgage currency.....	1,500,000	7	"	"	1881	78
Middletown, Unionv. & W. Gap (E.)							New Jersey Southern:						
1st Mortgage tax free.....	225,000	7	May & Nov.	New York.	1886	....	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	76
Midland of Canada:							1st Mortgage (Tom's Riv. Br.)..	120,000	7	March & Sept.	"	1888	....
1st Mortgage sterling £235,000..	1,143,667	6*	May & Nov.	London.	1896	....	Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
Midland Pacific:							New Jersey West Line:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....	1st Mort. gold, for \$3,000,000...		7*	May & Nov.	New York.	1900	....
Milwaukee and St. Paul:							New London Northern (Vt. Cen.):						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	92	1st Mortgage.....	300,000	6	March & Sept.	New York.	1886	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	85	1st Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mortgage (E. Div. Palmer)...	791,500	8	May & Nov.	"	1874	89	N. Orleans, Jackson & Gt. North:						
1st Mort. (Iowa and Minn.).....	3,793,000	7	Jan. & July.	"	1897	87	1st Mortgage 1866.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (Minn. Cent.).....	207,000	7	"	"	1870	90	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	84	Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	"	1890	....
1st Mortgage (P. du Chien).....	3,674,000	8	Feb. & Aug.	"	1868	107	N. Orleans Extension, 1870, gold	1,600,000	8*	Jan. & July.	"	1890	....
2d Mortgage (P. du Chien).....	1,315,000	7.3	"	"	1868	95	New Orleans, Mobile and Texas:						
Milwaukee City Loan.....	233,000	7	March & Sept.	"	1873		1st M. (N. O. to 227 m) skg fd....	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mort. (Milw. & Wtn.).....	234,000	7	Jan. & July.	"	1891	....	1st M. ( " ) gold skg fd.....		7	"	N. Y. or Lond.	1915	....
Real Estate Purchase.....	148,500	7	"	"	1891	....	2d Mortgage, endorsed by La....	2,825,000	8	"	"	1915	....
Milw. Manitowoc & Green Bay:							New York and Boston:						
1st Mortgage for \$2,500,000.....		7	"	"	1891	....	1st Mortgage gold, for \$3,000,000		7*	May & Nov.	N. Y. & N. O.	1889	....
Milwaukee and Northern:							New York Central & Hudson R.:						
1st Mortgage for \$13,000 p.m....		8	June & Dec.	New York.	1890	....	Debt Certif. (N. Y. Central)...	5,936,626	6	May & Nov.	New York.	1883	95
Mineral Point:							Bonds for debt ass'd (N. Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	101
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	Bonds for B. & N. S. L. ( " )	75,000	6	May & Nov.	"	1883	....
Minneapolis & Duluth (L. S. & M.)							Bonds for R. R. stocks ( " )	592,000	6	"	"	1883	87
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911	....	Bonds for real estate ( " )	162,000	6	"	"	1883	87
Minneapolis & St. L. (L. Sup. & M.)							Bonds of 1864 renewed ( " )	2,900,000	6	June & Dec.	"	1887	91
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
Minnesota and North Western:							2d Mort. ( " ) S. F.....	1,894,000	7	June & Dec.	"	1885	....
1st Mort. gold, skg fd & tax free	20,000 p.m.	7*	Jan. & July.	New York.	1895	....	3d Mort. ( " )	180,000	7	May & Nov.	"	1875	....
Mississippi Central:							Bonds of '71, tax free (N. Y. C. & H.)	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	1899	71	Consol. Mort. for \$40,000,000..		7	"	"	1902	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	New York and Harlem:						
General Mort. for \$5,000,000 gold		7*	May & Nov.	"	1912	....	1st Mortgage of 1863.....	3,000,000	7	May & Nov.	New York.	1873	103
Mississippi, Ouachita & Red Riv:							Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	....
1st Mortgage gold.....	1,880,000	7*	"	"	....		Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mort. Land Grant gold.....	1,090,000	7*	"	"	....		Bonds of 1863, unsecured.....	104,000	7	"	"	1873	....
State (Ark.) subsidy \$10,000 p.m.	1,550,000	7	April & Oct.	"	1910	....	N. York, Housatonic & Northern:						
Mississippi and Tennessee:							1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
1st Mortgage of April 1, 1856..	600,000	7	April & Oct.	New York.	1876	....	New York and New Haven:						
Consolidated Mort. Sept. of 1860.	1,181,600	8	Jan. & July.	"	1871-93	....	1st Mortgage.....	1,059,500	7	April & Oct.	New York.	1875	99
Mississippi Valley and Western:							New York & Oswego Midland:						
1st Mortgage \$20,000 p. m.....		8	April & Oct.	New York.	1902	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	94
Missouri, Iowa and Nebraska:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1898	82
1st Mortgage gold, sinking fund.		7*	Jan. & Dec.	....	1910	....	2d Mortgage non-convertible...	1,500,000	7	"	"	1898	....
Missouri, Kansas and Texas:							New York, Providence & Boston:						
1st Mort. (U. Pac. S. Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	1873-78	....
1st Mort. (Tubo & Neosho) S. F. & d	2,000,000	7*	June & Dec.	"	1903	....	Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....
Consol. Land Grant, skg fd gold	7,833,900	7*	Feb. & Aug.	"	1904	....	Extension Bonds.....	250,000	6	May & Nov.	"	178-81	....
Missouri River, Ft. Scott & Gulf:							General Mort. for \$1,000,000..	732,000	7	"	"	1899	....
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	86	N. York, West Shore & Chicago:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	74	....	1st Mortgage gold, \$35,000 p. m.		7*	April & Oct.	New York.	1902	....
Mobile and Girard:							Niles and New Lisbon:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	300,000	7	"	"	1889	....	Norfolk County (B. H. & Erie):						
Mobile and Montgomery:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....	Norfolk & Petersburg (A. M. & O.):						
Mobile and Ohio:							1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....	2d Mortgage.....	157,000	7	"	"	1877	....
Interest bonds.....	804,400	8	"	"	1877	....	2d Mortgage.....	458,000	8	"	Norfolk.	1893	....
Interest bonds.....	371,390	8	"	"	1883	....	North Eastern (S. Car.):						
Interest (sterling) bonds.....	755,040	6*	"	"	1883	....	1st Mortgage of Sept. 1, 1869...	820,000	7	March & Sept.	Charleston.	1899	....
2d Mort. (Income Liquidation)..	943,121	8	March.	Mobile.	1877	....	2d Mortgage of Sept. 1, 1869..	322,000	7	"	"	1899	....
Montclair (N. Y. & O. Mid.)							North Pennsylvania:						
1st Mortgage gold, guar.....	1,200,0												



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100	1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897	85
Norwich & Worcester (B.H. & E.):							Perth Amboy & Woodbr. (C.& A.):						
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.....	200,000	....	"	"	1874	....	Petersburg:						
Machine shop &c., bonds.....	150,000	7	"	"	1877	....	1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	'79-'88	....
Nyack and Northern:							Philadelphia and Baltimore Cent:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 2d m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 9 m.)...	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston	1878	97	2d Mortgage (Pa. & Md. 46 m.)...	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	"	"	1879	....	Philadelphia and Reading:						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....	Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1898	80
Ohio and Mississippi:							Loan of 1870, convertible.....	28,000	7	"	"	1890	....
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....	Mortgage Loan of 1857, conv.....	95,000	6	"	"	1886	....
1st Mortgage, (W. Div.).....	850,000	7	"	"	1872	....	Mort. Loans of 1845-44-48 & 49.	1,521,000	6	"	"	1880	94
2d Mortgage, (W. Div.).....	534,000	7	"	"	1874	85	Mortgage Loan of 1868.....	2,760,000	7	April & Oct.	"	1893	102
Income Mort., (W. Div.).....	221,500	7	April & Oct.	"	1882	....	Mortgage Loan of 1836 stg.....	182,400	5	Jan. & July.	London.	1880	....
Consolidated Mort.....	2,761,000	7	Jan. & July.	"	1898	92	Mortgage Loan of 1843 stg.....	976,800	6	"	"	1880	....
Consolidated Mort. (sterling)...	101,850	7	"	London.	1898	....	Mortgage Loan of 1836 stg.....	177,600	7	"	"	'74-'77	....
Oil Creek and Allegheny River:							Consolidated { Dollar coupon.....	7,696,000	7	June & Dec.	Philadelphia.	1911	102
1st Mortgage (J. O. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84	Mortgage { Dollar registered.....	3,414,000	7	"	"	1911	104
1st Mortgage (War. & Fkin).....	580,000	7	April & Oct.	"	1882	83	Gold or stg coup.....	7,000,000	6	"	Phil. or Lond.	1911	....
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	74	Gold or stg reg.....	624,000	6	"	"	1911	97
Old Colony and Newport:							Dollar coupon.....	376,000	6	"	Philadelphia.	1911	....
Plain Bonds.....	1,000,000	6	March & Sept.	Boston	1876	96	New debent. loan, conv.....	2,305,630	7	Jan. & July.	"	1893	106
Plain Bonds.....	485,000	6	April & Oct.	"	1875	98	Philadelphia, Wilmington & Balt:						
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	101	Mortgage Loan, convertible.....	345,900	6	Jan. & July.	Philadelphia.	1884	111
Omaha and Northwestern:							Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
1st M. land grant, gold \$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....	Loan of 1867.....	1,000,000	6	"	"	1887	....
Omaha and Southwestern:							Pickering Valley (Phila. & Rdg):						
1st Mortgage \$20,000 p. m.....	1,000,004	8	June & Dec.	Boston.	1896	87	1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Orange, Alexandria & Manassas:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	98	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	75
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1876	88	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	monthly.	New York.	1884	....
3d Mort. " " " "	598,000	8	May & Nov.	Richmond.	1873	96	1st Mort. (Ct. & Newk 33m) conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
4th Mort. " " " "	574,000	8	March & Sept.	Alexandria.	1880	81	Pittsburg & Connellsville:						
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	81	1st Mortgage of 1863, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	94
Orange and Newark:							2d Mort. (Balt. Loan) of 1866...	1,000,000	6	"	"	1886	....
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1861	....	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Osage Valley & Southern Kansas:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	106
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage.....	240,080	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Oswego and Rome (B.W. & O.):							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	99
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
1st Mortgage guar. by (O.B. & Q.)	1,280,000	8	Jan. & July.	Boston.	1900	100	2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
Owensboro and Russellville:							2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
1st Mortgage for \$1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							2d Mortgage (Series M).....	860,000	7	Jan. & July.	"	1912	95
1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888	86	Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	79	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	101
Income Bonds.....	1,500,000	7	"	"	1892	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	....	Plymouth, Kankakee & Pacific:						
1st Mort. (Lex. & St. Louis) gold	1,000,000	6	Jan. & July.	New York.	1887	....	1st Mortgage for \$3,600,000.....	.....	7	Jan. & July.	.....	1901	....
1st Mortgage (Lea. Atch & Nev.)	500,000	7	April & Oct.	"	1889	....	Port Huron & Lake Michigan:						
Padsnah and Memphis:							1st Mortgage gold, for \$1,800,000	.....	7	May & Nov.	New York.	1889	80
1st Mortgage gold for \$2,805,000.	1,071,000	7	Feb. & Aug.	New York.	1892	....	Portland & Ogdensburg (Me. & N.H.):						
Panama:							1st Mort. (Maine Section) gold..	800,000	6	Jan. & July.	Boston.	1900	....
1st Mortgage, stg £19,350.....	93,847	7	April & Oct.	London.	1875	....	Consol. Mort. gold, for \$3,300,000	.....	6	May & Nov.	"	1901	....
General Mortgage, stg £597,800.	3,869,330	7	"	"	1897	....	Portland and Ogdensburg (Vt.):						
Paris and Decatur:							1st Mortgage gold, for \$2,300,000	.....	6	May & Nov.	Boston.	1891	....
1st Mortgage sold.....	1,200,000	7	Jan. & July.	New York.	1901	....	Portland and Oxford Central:						
Patterson and Newark (Erie):							1st Mortgage of 1863.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Rochester:						
Pekin, Line. & Decatur (T.W. & W.):							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88	1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
Pemberton & Hights (UC of N.J.):							2d Mort. Sept. 1, 1871 for \$450,000	.....	7	March & Sept.	"	1891	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	Port Royal (S. C.):						
Pemberton & N. York (N.J.S.):							1st Mortgage gold, skg fd.....	1,500,000	7	May & Nov.	N. Y. & Lond.	1889	....
1st Mortgage, guaranteed.....	500,000	7	.....	New York	....	....	1st Mort. gold, guar. by Ga. Co.	1,000,000	7	"	"	1889	....
Peninsular Railway:							Poughkeepsie and Eastern:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7	May & Nov.	N.Y. & Lond.	1899	....	1st Mort. gold, conv. & tax free..	800,000	7	Jan. & July.	New York.	1910	....
1st Mortgage gold (S.F.) 2d series	979,000	7	"	"	1900	....	Providence and Worcester:						
Pennsylvania:							1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	100	Quincy, Alton and St. Louis:						
2d Mortgage ( " ).....	2,594,000	6	April & Oct.	"	1875	97	1st Mortgage gold.....	850,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage ( " ) stg.....	2,282,240	6	"	London.	1875	....	Quincy and Toledo (T. W. & W.):						
General Mortgage (coup. & reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	92
State lien for \$17,500,000, skg fd	5,758,905	8	April & Oct.	Harrisburg.	'72-'90	....	Quincy & Warsaw (C. B. & Q.):						
Pennsylvania Coal:							1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	100
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....	Reading and Columbia (P. & R.):						
Pennsylvania and Delaware:							1st Mortgage, guaranteed.....	8					

# AMERICAN RAILROAD JOURNAL

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							Sioux City and Pacific:						
1st Mortgage tax free.....	\$20,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdensburg:							Somerset (Me. Central):						
1st Mortgage (W. & R.) Skg Fund	799,900	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potdam & Watert.)	327,000	7	June & Dec.	"	"	"	South Carolina:						
Consolidated Mort. Skg Fund....	824,500	7	"	"	"	"	1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	"	New York.	'82-'88	....
1st Mortgage gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....	Domestic (H.) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G.) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free....	500,000	7	May & Nov.	Boston.	1880	66	Domestic (I.) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	77 1/2	Domestic (special) Bonds.....	71,260	6	Jan. & July.	"	'80-'92	....
Saint Croix and Poncebecot:							South Florida:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	1st M. endor. by State \$16,000pm	.....	8	"	"	"	"
2d Mort. ( " ).....	17,500	6	"	"	1879	....	1st Georgia & Florida (A. & G.)	.....	7	May & Nov.	New York.	1888	....
Calais Loan (Lewey's Island)....	130,000	8	June & Dec.	"	1876	....	1st Mort. assumed by Atl. & Gulf	464,000	7	"	"	1889	....
St. Joseph & Denver City:							2d Mort. " " " "	200,000	7	"	"	"	"
1st Mort. (E. D.) gold tax free....	1,612,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	....	South Mountain Iron (Cumb. Val.):						
1st M. (W. D.) land grant, g'd tax fr	15,000pm	8*	"	"	1900	....	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101	South and North Alabama:						
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	....	1st Mort. endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	88	South Pacific (Atl. & Pac.):						
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	80	1st Mortgage gold, assumed....	7,159,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	....	South Shore (Mass.):						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
St. Louis, Coun. Bluffs & Omaha:							South Side (L. I.):						
1st Mortgage gold \$18,000.....	.....	7*	Jan. & July.	New York.	1901	....	1st Mortgage, Mar. 1, 1887.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
St. Louis and Iron Mountain:							South Side, Va. (A. M. & O.):						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	96	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
St. Louis, Jackson & Chic. (C. & A.):							2d preferred bonds.....	617,000	6	"	"	'84-'90	72 1/2
1st Mortgage Mar. 16, 1884 guar.	2,929,000	7	April & Oct.	New York.	1894	90	3d preferred bonds.....	448,500	6	"	"	'84-'90	....
2d Mortgage May 1, 1888 guar....	548,000	7	Jan. & July.	"	1898	....	Southern Central:						
St. Louis, Kansas City & North:							1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
1st Mortgage (late North Mo.)....	6,000,000	7	Jan. & July.	New York.	1901	91	Southern Iowa and Cedar Rapids:						
St. Louis, Lawr. & Den. (Pacific):							1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
1st Mortgage gold, guaranteed....	1,000,000	6*	Jan. & July.	New York.	1901	....	Southern Minnesota:						
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
1st M. (Evans, D.) gold skg f'd, con	1,000,000	7	"	"	1896	....	Southern (Cal.) Pacific:						
St. Louis and St. Joseph:							1st Mortgage gold for \$28,000,000.	5,750,000	6*	"	"	"	"
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	Southern Pennsylvania:						
St. Louis, Van. & T. H. (T. H. & L.):							1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	2d Mortgage gold.....	88,000	7	"	"	1880	....
2d Mortgage, (A.) guaranteed....	1,600,000	7	May & Nov.	"	1898	....	South Western (Cen. of Ga.):						
2d Mortgage (B.) convertible....	1,000,000	7	"	"	1898	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	1st Mortgage (Muscookee) conv..	300,000	7	"	"	'72-'76	....
St. Paul and Chicago (M. & St. P.):							Spartanburg and Union:						
1st M. land gr. gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	1879	....
St. Paul and Pacific 1st Division:							1st Mortgage not endorsed....	198,370	7	"	"	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	Springfield & Illinois St. Eastern:						
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	1st Mortgage gold, tax free....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d M. (N. Line) 90 m. & 1st land gr.	1,300,000	7	June & Dec.	"	1892	....	2d Mortgage gold, tax free....	1,000,000	7*	"	"	1900	....
General Mort. (R. R. & Land.)...	2,020,000	7*	Jan. & July.	"	....	....	Springfield and Northwestern:						
General Mort., (R. R. & L'da) skg.	1,000,000	7*	"	"	....	....	1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York.	1901	....
1st M. (W. Line) R. R. & Land....	6,000,000	7	"	"	....	....	Staten Island:						
2d M. (W. Line) R. R. & Land....	3,000,000	7	"	"	....	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
St. Paul and Sioux City:							Sterling Mountain:						
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	"	1890	....	Sullivan (Verm. Central):						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
1st Mortgage for \$450,000.....	.....	8	Jan. & July.	New York.	1901	....	2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Salem (W. Jer.):							Sullivan and Erie:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Salem and Lowell (B. & L.):							Summit Branch:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95	1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90 1/2
Sand., Mansfield & Newark (C. & O.):							Sunbury and Lewiston:						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	60
San Fran., Oakland & Alameda:							Superior and St. Croix:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	1st Mortgage, \$16,000 p. m.....	.....	8	"	"	"	"
Saratoga & Whitehall (R. & S.):							Superior and Northwestern:						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	1st Mortgage, \$16,000.....	.....	8	"	"	"	"
Savannah and Charleston:							Sussex, Brid. & Erie Junc. (Erie):						
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	1st Mortgage.....	1,000,000	7	"	New York.	....	....
State guaranteed (C. & S.) bonds.	500,000	6	May & Nov.	Charleston.	1870	....	Sussex (N. J.):						
Funded Interest bonds.....	187,400	7	"	"	1889	....	1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Savannah, Griffin & North Ala.:							Swedesboro (W. Jer.):						
1st Mortgage for \$500,000 guar...	182,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Savannah and Memphis:							Syracuse, Bing. & N. Y. (DL & W):						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Seaboard and Roanoke:							1st Mort. gold, for \$500,000....	.....	7*	Feb. & Aug.	New York.	1891	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	....	Tebo and Neosho (M. K. C. & T.):						
Belma and Gulf:							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
1st M. (guar. by Ala.) \$16,000pm.	.....	8*	April & Oct.	New York.	1890	....	Terre Haute & Indianapolis:						
Belma, Marion and Memphis:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
1st M. gold gr. by Ala. \$16,000pm.	.....	8*	March & Sept.	New York.	1889	....	Tioga:						
Belma, Rome and Dalton:							1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	Toledo, Peoria and Warsaw:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	90
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	"	1896	83
Shamokin Valley & Pottsville (N. C.):							2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	"	1886	81
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	Equipment Mort. sinking fund...	94,000	8	Jan. & July.	"	1879	....
Shesboyan and Fond du Lac:							Consol. Mort. 227 m. \$8,500,000.	1,406,000	7	May & Nov.	"	1910	75
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	1st Mortgage (Burl. Br.) 19 m...	250,000	7	June & Dec.	"	1910	89 1/2
1st Mortgage extension.....	604,000	8	April & Oct.	"	1896	....	Tom's River & Watert. (N. J. So.):						
Shenango and Allegheny:							1st Mortgage guaranteed.....	80,000	7	"	New York.	1888	....
1st Mortgage for \$1,000,000....	638,000	7	April & Oct.	New York.	1889	....	Troy & Bennington (T. & ):						
Shenango Valley (Ct.):							1st Mortgage skg fund, nar....	100,600	7	Jan. & July.	Troy.	1878	....
1st Mortgage.....	250,000	7	April & Oct.	New York.	1891	....	Troy and Boston:						
Shore Line (N. Y. & N. H.):							1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	2d Mortgage.....	300,000	7	April & Oct.	"	1885	....
Sioux City and St. Paul:							3d Mortgage.....	650,000	7	May & Nov.	"	1875	....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....	Convertible Bonds.....	648,000	7	"	"	1883	....
Land Grant Mortgage gold.....	600,000	7*	Jan. & July.	"	....	....							



An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western:							Western Maryland:						
1st Mort. (Tol. & Ill. 75 m.)	\$900,000	7	Feb. & Aug.	New York.	1890	96	1st Mortgage	\$400,000	6	Jan. & July.	Baltimore.	1890	80
1st M.(L.Erie, W.R.& St.L. 167 m.)	2,500,000	7	"	"	1890	....	1st Mort. endor. by Balt.	200,000	6	"	"	1890	97
1st M.(Gt. W.R.& W.D. 100m.)	4,000	10	April & Oct.	"	1898	....	2d Mort.	300,000	6	"	"	1890	97
1st Mort. (Gt. W.R.& W.D. 100m.)	2,500,000	7	Feb. & Aug.	"	1898	94	2d Mort. endor. by Wash. Co.	300,000	6	"	"	1890	81
1st Mort. (Quincy & Ry of 34 m.)	500,000	7	May & Nov.	"	1890	82	2d Mortgage preferred.	600,000	6	"	"	1895	70
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	"	1882	88	3d Mortgage endor. by Balt.	875,000	6	"	"	1900	96
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	....	Western Pacific (Cen. Pac.):						
2d Mort. (T. Wab. & W. 167 m.)	1,500,000	7	"	"	1871	....	1st Mortgage assumed, gold....	2,735,000	6	Jan. & July.	New York.	1890	94
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	"	"	1893	89	Western Pennsylvania (Penn.):						
Equipment (Tol. & Wab. 75m.)	600,000	7	"	"	1883	85	1st Mortgage (main line 87 m.)	800,000	6	April & Oct.	Philadelphia.	1893	80
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	"	1907	87	1st Mortgage (Pittab. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	"	"	1900	90	Western Union (M. & St. P.):						
Froy, Salem & Rutland (R. & Sar.):							1st Mortgage for \$5,000,000....	3,275,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	....	West Jersey:						
Troy Union (and Depot):							Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1885	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	1st Mortgage, Jan. 1, 1866.	1,000,000	6	Jan. & July.	"	1896	96
2d Mortgage, guaranteed.....	180,000	6	"	"	1878	....	Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101
Tuckerton:							West Wisconsin:						
1st Mortgage.....	400,000	7	April & Oct.	Philadelphia.	1901	....	1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Union Pacific:							Whitehall & Flattsburg (M. & P.):						
1st Mortgage gold, tax free.....	27,237,000	6	Jan. & July.	N. Y. & Bos.	'96-'99	87	1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1888	....
2d Mortgage (Gov. subsidy).....	27,237,000	6	"	"	'96-'99	....	Wicomico and Pocomoke:						
1st Mort. Land Grant.....	9,193,000	7	April & Oct.	"	1839	74	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1875	....
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	74	Williamston and Tarboro':						
Omaha Bridge B'ds, stg \$250,000	2,500,000	8	April & Oct.	London.	1896	....	1st Mortgage.....	350,000	8	May & Nov.	New York.	1900	....
Union Pacific (Central Div.):							Wilmington, Colum. & Augusta:						
1st Mortgage gold, tax free.....	1,600,000	6	May & Nov.	New York.	1895	....	1st Mortgage.....	3,200,000	7	June & Dec.	Baltimore.	1900	80
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	'96-7-8	....	Wilm. Charlotte & Rutherford:						
Union Pacific, S. Br. (M.K. & T.):							1st mortgage.....	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage gold, skg fund.....	3,595,000	6	Jan. & July.	New York.	1899	....	1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	1897	....
Union & Titusville (O.C. & A. Riv.):							Wilmington and Reading:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	1,250,000	7	April & Oct.	Philadelphia.	1900	97
United Companies of New Jer.:							2d Mortgage coupon or regls....	723,600	7	Jan. & July.	"	1902	85
Sinking Fund sterling £262,000.	1,268,080	6	Jan. & July.	London.	1880	....	Wilmington and Weldon:						
Loan of 1875 (Joint Companies)	675,000	6	April & Oct.	Philadelphia.	1875	96	Sterling Bonds.....	648,700	6	Jan. & July.	London.	1881	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	98	Currency Bonds.....	221,400	7	May & Nov.	"	1882	....
Loan of 1883 ( " " )	450,000	6	"	"	1878	....	Sinking Fund gold, Bonds.....	710,000	7	Jan. & July.	New York.	1896	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	91	Wilmington and Western (Del.):						
Loan of 1889 " " "	866,000	6	June & Dec.	Princeton.	1889	89	1st Mortgage, Jan. 1, 1872.....	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Consolidated (mort.) Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	96	Winona & St. Peter (C. & N. W.):						
Sterling Loan \$369,200.....	1,846,000	5	March & Sept.	London.	1894	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. & July.	New York.	1890	87
Sterling Loan \$360,000.....	1,800,000	6	"	"	1888	....	2d Mortgage \$12,000 p. m.....	1,665,000	7	May & Nov.	"	1890	....
Loan of 1888.....	154,000	6	"	"	1888	....	Land Grant Mort. gold, skg fund	4,376,000	7	June & Dec.	"	1916	....
Bond to State of New J. (N.J. Co)	100,000	7	Feb. & Aug.	New York.	1887	....	Wisconsin Central:						
Bond to State of N. Jer. (U. Co's)	500,000	7	"	"	1887	....	1st M. L. G. gold S. F. \$25,000pm	.....	7	Jan. & July.	Boston.	1901	....
Loan of 1894.....	2,000,000	6	April & Oct.	Philadelphia.	1894	....	Worcester (Md.):						
Utica and Black River:							1st Mortgage.....	210,000	6	Jan. & July.	Baltimore.	1891	....
1st Mortgage.....	351,500	7	Jan. & July.	N. Y. & Utica.	1878	....	Worcester and Nashua:						
Utica, Chen. & Susq. Val. (D. & H. Co.)							Plain Bonds.....	125,000	7	Jan. & July.	Boston.	1890	....
1st Mortgage.....	.....	7	"	"	....	....	Plain Bonds.....	75,000	6	"	"	1890	....
Utica, Ithaca and Elmira:							CANAL BONDS.						
1st Mortgage gold, skg fund.....	25,000 m	7	Jan. & July.	N. Y. & Lond.	1892	....	Chesapeake and Delaware:						
Vermont Central:							1st Mortgage sinking fund.....	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
1st Mortgage consolidated.....	3,000,000	7	June & Dec.	Boston.	1886	24	Chesapeake and Ohio:						
2d Mortgage consolidated.....	1,500,000	7	"	"	1891	9	Maryland Loan sinking fund.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
1st Mort. (Stan., Sheff. & Ch. R.R.)	443,800	7	Jan. & July.	"	1887	78	Sterling Loan guaranteed.....	4,376,000	6	"	London.	1890	....
Guar. Stock (Vt. & C. & R.R.)	795,500	8	June & Dec.	"	....	79	Preferred Bonds (next lien).....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Equipment Mortgage.....	1,000,000	8	May & Nov.	"	'76-77	76	Delaware Division (L. O. & N.):						
Equipment Mortgage.....	1,000,000	8	"	"	1889	76	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	89
Vermont and Massachusetts:							Delaware and Hudson:						
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	92	1st Mort. - 1st series, Nov. 1, 1867.	1,560,000	7	May & Nov.	New York.	1877	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	98	gagere - 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	"	1884	103
Vermont Valley (Rutland):							gistered. 1 3d series, Jan. 1, 1871.	5,000,000	7	"	"	1891	....
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	Delaware & Raritan See U'd Co's.						
1st Mortgage.....	114,000	6	"	Boston.	1860	....	Lehigh Coal and Navigation:						
2d Mortgage.....	293,200	7	"	New York.	1859	....	Mortgage Loan reg.....	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	87
Vicksburg and Meridian:							Mortgage Loan reg.....	2,010,000	6	F. M. A. & N.	"	1897	93
General 1st series (red).....	722,500	7	Jan. & July.	Philadelphia.	1890	....	Mortgage (equip.) Loan, gold.....	4,944,000	6	June & Dec.	"	1897	92
2d series (blue).....	850,000	7	"	"	1890	....	Convertible Loan, gold.....	922,000	6	March & Sept.	"	1894	93
Mortgage 3d series (black).....	154,000	7	"	"	1890	....	Convertible Bonds.....	1,496,879	6	June & Dec.	"	1877	....
4th series (not end.).....	1,273,000	7	April & Oct.	"	1880	....	Monongahela Navigation:						
Special Loan 1871.....	225,439	8	Jan. & July.	"	1880	....	1st Mortgage.....	103,000	6	Jan. & July.	New York.	1887	....
Vineland:							Morris (and Banking):						
1st Mortgage tax free.....	750,000	7	April & Oct.	New York.	1890	....	1st Mortgage.....	500,000	6	April & Oct.	Philadelphia.	1876	94
Virginia & Tennessee (A.M. & O.):							2d Mortgage.....	285,000	6	"	"	1870	92
1st Mortgage.....	494,000	6	Jan. & July.	N. Y. & Lynch.	1873	95	Boat Loan, sinking fund.....	286,965	7	"	"	1885	92
Enlarged Mortgage.....	990,000	6	"	"	1884	77	Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
4th Mortgage.....	846,000	8	March & Sept.	"	1900	88	Pennsylvania:						
Registered Certificates.....	123,208	8	Jan. & July.	"	'71-75	....	1st Mortgage skg fund guar.....	2,205,000	6	Jan. & July.	Philadelphia.	1887	69
Funded Interest.....	204,200	8	"	"	1880	....	1st Mortgage (Wy. Val. Can.).....	600,000	6	"	"	1878	....
Income Mortgage (fundable).....	112,500	8	"	"	1866	....	1st Mortgage (Erie Canal).....	743,654	7	"	"	1866	....
Walkill Valley (Erie):							Interest Bonds (Erie Canal) 1850	161,900	7	"	"	1873	....
1st Mortgage gold, tax free.....	20,000pm	7	April & Oct.	New York.	1910	....	Schuylkill Navigation (Ph. & Rdg):						
Ware River (Vt. Cen.):							1st Mortgage.....	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
1st Mortgage gold, for \$750,000..	462,000	6	June & Dec.	New York.	1890	....	2d Mortgage.....	4,016,670	6	Jan. & July.	"	1882	77
Warren (D. L. & W.):							Plain Bonds.....	85,222	6	"	"	1876	....
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....	Improvement bonds.....	302,500	6	May & Nov.	"	1870	....
2d Mortgage, guaranteed.....	750,000	7	May & Nov.	"	1900	....	Boat and Car Loan.....	765,650	7	"	"	1888	....
Warren & Franklin (O.C. & A.I.R.):							Boat and Car Loan.....	628,106	7	"	"	1889	85
1st Mortgage, assumed.....	580,000	7	April & Oct.	Philadelphia.	1882	83	Coupon Bonds.....	1,079,000	6	Jan. & July.	"	1895	75
Warwick Valley (Erie):							Susquehanna (S. & Tide Water):						
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....	1st Mortgage.....	227,000	6	Jan. & July.	Philadelphia.	1894	74
Washington and Ohio:							2d Mortgage.....	700,000	6	"	"	1888	....
1st Mortgage gold, \$9,000,000.....	.....	7	April & Oct.	New York.	1891	....	3d Mortgage stg.....	874,000	6	"	London.	1878	....
Watertown & Rome (R. W. & O.):							Tide-Water (Susq. & Tide-W.):						
Sinking Fund Bonds.....	799,900	7	March & Sept.	New York.	1880	....	1st Mortgage.....	97,810	6	Jan. & July.	Baltimore.	1894	....
Westchester and Philadelphia:							2d Mortgage.....	300,000	6	"	"	1885	....
1st Mortgage.....	108,400	7	Jan. & July.	Philadelphia.	1873	....	3d Mortgage.....	437,000	6	"	"	1878	....
General Mortgage, tax free.....	1,072,300	7	April & Oct.	"	1891	101	Union:						
Western of Alabama:							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	....
1st Mortgage (Western R.R.).....	600,000	8	April & Oct.	New York.	1888	....	West Branch and Susquehanna:						
1st Mortgage (M. & W. Point R.R.)	750,000	8	"	"	1881	....	1st Mortgage.....	450,000	6	Apr. & Oct.	Philadelphia.	1878	....
2d Mortgage (consols guar.).....	1,146,000	8	"	"	1900	....	2d Mortgage.....	298,000	6	May & Nov.	"	1888	....
Income Mortgage.....	313,400	....											

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "T."

Abstract of General Balance Sheet.																Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
Property and Assets.				Liabilities.				Operations.				Earnings.		Market.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Railroad.				Rolling Stock.				Assets.				Accounts and Cash.				Stocks.				Bonds.				Accounts.				Surplus Income.				Railroad Operated.				Trains Moved.				Passengers.				Freight.				Gross.				Not.				Dividends.				Par.				p.c.				p.c.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
Main Line.				Branch Line.				Track and Sidings.				In progress.				Engines.				Cars.				Freight.				B. M. E.				Pasa.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.							



Sept. 30, 1871	13.3	27	22	400	Chester...	2,689,307	84,403	304,490	90,738	586,356	197,274	370,540	787,816	167,649	100
Dec. 31, 1871	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Mar. 31, 1872	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
June 30, 1872	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Sept. 30, 1872	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Dec. 31, 1872	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Mar. 31, 1873	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
June 30, 1873	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Sept. 30, 1873	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Dec. 31, 1873	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Mar. 31, 1874	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
June 30, 1874	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Sept. 30, 1874	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Dec. 31, 1874	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Mar. 31, 1875	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
June 30, 1875	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Sept. 30, 1875	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Dec. 31, 1875	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Mar. 31, 1876	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
June 30, 1876	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Sept. 30, 1876	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Dec. 31, 1876	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Mar. 31, 1877	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
June 30, 1877	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Sept. 30, 1877	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Dec. 31, 1877	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Mar. 31, 1878	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
June 30, 1878	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Sept. 30, 1878	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Dec. 31, 1878	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Mar. 31, 1879	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
June 30, 1879	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Sept. 30, 1879	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Dec. 31, 1879	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Mar. 31, 1880	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
June 30, 1880	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Sept. 30, 1880	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Dec. 31, 1880	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Mar. 31, 1881	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
June 30, 1881	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Sept. 30, 1881	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Dec. 31, 1881	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Mar. 31, 1882	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
June 30, 1882	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Sept. 30, 1882	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Dec. 31, 1882	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Mar. 31, 1883	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
June 30, 1883	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Sept. 30, 1883	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Dec. 31, 1883	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Mar. 31, 1884	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
June 30, 1884	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Sept. 30, 1884	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Dec. 31, 1884	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Mar. 31, 1885	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
June 30, 1885	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Sept. 30, 1885	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Dec. 31, 1885	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Mar. 31, 1886	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
June 30, 1886	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Sept. 30, 1886	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Dec. 31, 1886	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Mar. 31, 1887	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
June 30, 1887	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Sept. 30, 1887	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Dec. 31, 1887	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Mar. 31, 1888	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
June 30, 1888	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Sept. 30, 1888	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Dec. 31, 1888	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Mar. 31, 1889	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
June 30, 1889	13.3	125	68	22	400	Chester...	1,871,900	698,783	804,664	446,956	586,356	197,274	370,540	787,816	100
Sept. 30, 188															







Aug. 31, 1871	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000
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Sept. 30, 1871	43.41	121	241	616	Providence and Worcester, R. I. & Mass.	1,674,481	567,747	131,483	45.91	1,938,991	482,981	899,219	100,142
Oct. 31, 1871	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Nov. 30, 1871	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Dec. 31, 1871	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Jan. 31, 1872	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Feb. 28, 1872	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Mar. 31, 1872	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Apr. 30, 1872	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
May 31, 1872	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Jun. 30, 1872	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Jul. 31, 1872	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Aug. 31, 1872	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Sept. 30, 1872	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Oct. 31, 1872	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Nov. 30, 1872	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Dec. 31, 1872	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Jan. 31, 1873	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Feb. 28, 1873	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Mar. 31, 1873	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Apr. 30, 1873	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
May 31, 1873	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Jun. 30, 1873	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Jul. 31, 1873	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Aug. 31, 1873	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Sept. 30, 1873	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Oct. 31, 1873	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Nov. 30, 1873	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Dec. 31, 1873	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Jan. 31, 1874	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Feb. 28, 1874	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Mar. 31, 1874	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Apr. 30, 1874	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
May 31, 1874	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Jun. 30, 1874	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Jul. 31, 1874	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Aug. 31, 1874	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Sept. 30, 1874	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Oct. 31, 1874	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Nov. 30, 1874	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Dec. 31, 1874	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Jan. 31, 1875	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Feb. 28, 1875	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Mar. 31, 1875	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Apr. 30, 1875	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
May 31, 1875	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Jun. 30, 1875	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Jul. 31, 1875	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
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Apr. 30, 1876	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
May 31, 1876	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
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Jul. 31, 1876	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Aug. 31, 1876	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Sept. 30, 1876	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
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Aug. 31, 1877	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000	1,600,000	122,092	45.91	1,600,000	1,600,000	1,600,000	100,142
Sept. 30, 1877	43.41	121	241	616	Raleigh and Gaston, N. C.	1,600,000</							



**WHOLESALE PRICE CURRENT.**

**IRON**—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 24; Scrap Cast, \$5; Scrap Wrought, \$3 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....	per ton	—	@	62	—
Gartsherrie.....		—	@	63	—
Glenasmock.....		—	@	63	—
Eglington.....		—	@	61	—
Pig, American, No. 1.....		—	@	60	—
Pig, American, No. 2.....	46	—	@	48	—
Pig, American, Forge.....	40	—	@	42	—
Bar, Refined, English and American.....	110	—			
Bar, Swedes, assorted sizes.....	(gold) 137	50	@	142	50

—STORE PRICES.—

Bar, Swedes, 1½ to 2½ by 1½ to 2½ sq. 1½ to		
5¼ by 1½ & 1 sq. 6 to 12 x ¾ —————	150	@ 100 -
Bar, Refined, 1½ to 2 in. rd. & sq.-1 to 6 in.		
x 1 to 1 in. ....	100	@ -
Bar, Refined, 1½ to 6 by 1 & 5-16 in. ....	105	@ -
Bar, Refined, 1 & 1½ by 1 & 5-16. ....	107	60 @ -
Large Rounds, 2½ to 2½ to 3½ to 4 in. ....	110	@ 120 -
Scroll .....	120	@ 165 -
Ovals and Half-round .....	128	@ 145 -
Band, 1 to 6 in. by 3-16 to No. 12. ....	-	@ 117 50 -
Horse Shoe .....	-	@ 126 -
Kods, @ 3-16 inch. ....	106	@ 150 -
Hoop, 1½ by No. 22 to 1 & 1½ by 12 & 14. ....	125	@ 172 50 -
All Rod .....	per lb.	96¢ -
Sheet, Russia, as to assortment.....(gold) .....	16	@ 17 -
Sheet, Silver, Co. and T. Comm. ....	64	@ - 7½
Sheet, Doubles and Trebles, Chas. ....	74	@ - 8
Sheet, Galvanized .....	List.	10 per ct. disc.
Rails, English .....	(gold). . . . .	per ton. 70
Rails, American, at Works in Penns. c'y. 80		@ 83 -
Anvils, (English) .....	per lb currency.	9 ¢ -

**STEEL**—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3/4 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality).....per lb.	184	@	23
English Spring (2d and 1st quality).....	94	@	14
English Cast (2d and 1st quality).....	14	@	18
English Machinery.....	@	@	14
English German (2d and 1st quality).....	124	@	144
American Blister.....	@	@	11
American, Cast, Tool.....	@	@	17
American, Cast Spring.....	@	@	11
American Machinery.....	114	@	12
American German Spring.....	9	@	@

**NAILS**—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg	5	50	5	25
8d. and 9d.	"	5	26	5	50
6d. and 7d.	"	5	50	5	75
4d. and 5d.	"	5	75	6	—
3d.	"	6	60	6	75
Cut, 2d and 3d. Fine	"	7	25	7	50
Cut Spikes, all sizes	"	5	25	5	50

**TIN**—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bacon.....	(gold).	per lb.	—	@	—	37 1/2
Straita.....	(gold).		—	32 1/2	@	—
English.....	(gold).		—	32 1/2	@	—
Plates—Fair to good brands.	Gold.				Currency.	
I. C. Charcoal....	per box.	11 75	@	12 25	14	— @ 14 75
I. C. Coke.....		8 75	@	10 50	12 25	@ 11 50
Coke Terme.....		8 50	@	9 50	10 25	@ 11 —
Charcoal Terme.		10 75	@	11 25	12	— @ 13 —

**PETROLEUM**—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).....	10	9	--	14
Crude, 40 @ 47 gravity (in shipping order).....	14	4	--	20
Refined, Standard White (in ship's order).....	20	4	--	24
Refined, S. W. (in jobbing lots).....	20	4	--	21
Refined, S. W. (in tin).....	26	4	--	27
Naptha, Refined, (66 @ 73 gravity).....	10	6	--	16
Rosidium.....(in shipping order). per gall.	11	6	--	11

**COPPER**—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

	Case.
Copper, New Sheathing, (over 12 oz.) per lb.	@ 48
Copper, Bolts.....	@ 45
Copper, Brazing (over 16 oz.).....	@ 45
Copper, Nails.....	@ 45
Copper, Old Sheathing, &c., mixed lots.....	28 @ 30
Copper, American Ingot.....	33 @ 33
Copper, English Pig.....	@ 30
Yellow Metal, New Sheathing & Bronze.....	@ 27
Yellow Metal, Bolts.....	@ 32
Yellow Metal, Nails, Sheathing & Slatting.....	27 @ 30

**LEAD—DUTY:** Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct. Spanish Ordinary.....(gold) per 100 lb. 6 62½@ 6 75

German Ordinary.....	(gold)	@ 6 75
German Ordinary.....	(gold)	@ 6 75
English.....	(gold)	@ 7 12
Bar.....		@ 9 25
Pipe.....		@ 10 50
Sheet.....		@ 10 50
Colwells, Shaw & Willard Tin-Lined Lead Pipe 16c. pr lb.		
Tatham's Improved Tin-Lined Lead Pipe.....	16c.	

**COAL—DUTY:** Bituminous, 75 cts. per ton of 28 bushels of 80 lb. to the bushel; Anthracite, same; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.....	16	—	@18	—
Liverpool House Cannel.....	—	—	@20	—
Anthracite (by cargo) ... per ton of 2,000 lb.	5	—	@	6

**New York Stock Exchange.**

*Actual Sale Prices for the week ending April 23.*

	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22.	W. 23.
Boston, Hart. & Erie.....	87	87	83	81	81	84
Canton Co.....	80			80		
Central Pacific 6s.....	102		102			103
Central of N. Jersey.....	96	99	99	100	100	100
Chicago & Alton.....	110		110			
.. pref.....			112			
.. 1 M.....	104					
.. S. F.....			102			
.. Inc. bds.....						
Chicago, Bart. & Q.....			110			110
.. 8s, 1883.....	111			111		95
Chic. & Northwestern.....	79	81	82	82	82	82
.. pref.....	84	84	87	87	87	87
.. 1st M.....	97		98			98
.. S. F.....						
.. Consol.....				90	90	91
Chic. Rock Isl. & Pac.....	108	108	109	108	108	108
Chi., R. I. & P. 7s, 1896.....	103		103			103
Clev. Col. & Can. Ind.....	83	85	84	85	85	85
Clev. & Pittsburg guar.....	88	88		88	89	88
.. 2 M.....						
.. 3 M.....						
.. 4 M.....	84	84				
Clev. and Toledo.....						
.. S. F. 7s.....						
Col., Chi., & Ind. Co.....	38	38	39	39	38	38
.. 1 M.....	86	86				86
.. 2 M.....			72	72	72	72
Del. & Hudson Canal.....	112		112	112	112	114
Del. Lack. & Western.....	95	99	99	100	100	100
.. 1 M. 7s.....						
.. 2 M. 7s.....						
Erie Railway.....	64	65	65	66	65	64
.. pref.....	73					77
.. 1 M. 7s, 1897.....						
.. 2 M. 7s, 1879.....						
.. 3 M. 7s, 1883.....	97		97		97	98
.. 4 M. 7s, 1880.....						
.. 5 M. 7s, 1888.....	100	100			100	
.. 7s, con. gold.....						
Great Western 2d mort.....						
Hannibal & St. Joseph.....	87	39	43	44	43	43
.. pref.....				60	65	
.. 8s, conv. 87.....			87			
Hudson River.....						
.. 2 M. S. F.....	104					
.. 3 M. 7s, 1875.....						
Illinois Central.....		118	118			
.. 7s.....						103
Lake Shore & Mich. S. 7h.....	91	92	93	93	92	92
Lake Shore Div. bonds.....						
Marietta & Cin. 1st pref.....	22					
.. 2d pref.....	11					
Michigan Central.....		105		105		
.. S. F. 6s, 1882.....						
M. S. and N. Y. 1 M. S. F.....						100
.. 2 M.....						
Mariposa Mining Co.....						
.. pref.....						
Milw. and St. Paul.....	55	57	59	61	60	60
.. pref.....	71	72	73	73	73	73
.. 1st mort.....						
.. 2d mort.....						
.. 8s.....						
.. 7 3-10s con.....						
.. 7s, gold.....						
Missouri 6s.....	93	93		93	93	93
.. H. & St. J. 1st.....	91					
Morris and Essex.....	90	91			104	92
.. 1st mort.....						
.. 2d mort.....					96	
N. Y. Cen. & Hud. Riv.....	101	102	102	101	101	101
.. 7s, S. F. 1876.....		101				
.. 6s, S. F. 1883.....			91			95
.. 6s, S. F. 1887.....		92	91			
N. York and Harlem.....	127	126	126			125
.. pref.....						
.. 1 M. 7s, 1873.....	103					
N. York N. Hay. & Hart.....	135	137				138
N. Carolins 6s, old.....		30				
.. new.....				17		
Ohio and Miss.....	42	44	44	44	44	44
.. pref.....						76
.. 2d M.....	56	59	59	60	58	58
Pacific Mail S. S. Co.....	106	109	111	110	109	107
Panama.....	98					
Pitta., Ft. W. & Chi. 6d.....	93		93	93	93	93
.. 1 M.....	106					
.. 2 M.....	99	99				
.. 3 M.....						
Quicksilver Mining Co.....	38		39			
St. L., Alton & T. H.....						
.. pref.....						
.. 1 M.....	92			91		
.. 2 M pref.....	88				88	
.. Income bds.....	80					
Tennessee 6s, old.....	77	79	80			80
.. new.....			80			
Tol., Wab. & Western.....	67	68	69	70	69	70
.. pref.....						
.. 1 M.....	95				96	96
.. 2 M.....	93	93	93			94
.. Equipm.....					85	
.. St. Lou. Div.....						90
Union Pacific.....	32	32	33	33	32	32
.. 1st mort.....	86	86	86	87	87	87
.. L. Gt. 7s.....	74	74	74	74	74	74
.. Inc. 10s.....	72	73	73	74	74	74
Virginia 6s, old.....						
.. new.....						
.. consol.....	53					
.. def. cert.....						

**New York Stock Exchange**

**Actual Sale Prices for the week ending June 3, 1933**

FEDERAL STOCKS:—						
	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23.
U. S. 5s, 1874, reg.....	.....	.....	.....	.....	.....	.....
U. S. 5s, 1874, coup.....	.....	.....	.....	.....	.....	.....
U. S. 5s, 10-40s, reg.....	110½	112	.....	.....	.....	.....
U. S. 5s, 10-40s, coup.....	111½	113½	113½	113½	.....	.....
U. S. 5s, 1881, reg.....	.....	.....	.....	.....	.....	.....
U. S. 5s, 1881, coup.....	.....	116½	116½	116½	.....	.....
U. S. 5s, 1881, reg.....	.....	.....	117½	118	.....	.....
U. S. 5s, 1881, coup.....	120½	120½	120½	121	120½	.....
U. S. 6s, 6-20s, reg. '62.....	113	114	.....	.....	.....	.....
U. S. 6s, 6-20s, c. 1862.....	116	118½	117½	118½	.....	.....
U. S. 6s, 6-20s, reg. '64.....	.....	114	.....	.....	.....	114½
U. S. 6s, 6-20s, c. 1864.....	117	.....	.....	118½	.....	.....
U. S. 6s, 6-20s, reg. '65.....	.....	.....	.....	.....	.....	.....
U. S. 6s, 6-20s, c. 1865.....	118½	120	.....	.....	.....	120
U. S. 6s, 6-20s, r. n. '65.....	115½	117½	.....	118	117	.....
U. S. 6s, 6-20s, c. n. '65.....	117½	117½	117½	117½	117½	.....
U. S. 6s, 6-20s, reg. '67.....	116	117½	117	117	117½	.....
U. S. 6s, 6-20s, c. 1867.....	119½	119½	119½	119½	119½	.....
U. S. 6s, 6-20s, reg. '68.....	117	117½	117½	118	118	.....
U. S. 6s, 6-20s, c. '68.....	113	114½	114½	114½	114½	.....
U. S. 6s, Pac.R.R. issue.....	.....	.....	.....	.....	.....	.....

**Philadelphia Stock Exchange.**

**Actual Sale Prices for the week ending April 22**

	W. 10.	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22.
Catawissa preferred	.....	.....	44½	.....	.....	.....
Camden and Amboy	.....	.....	.....	.....	.....	.....
6s, 1875	.....	.....	90½	.....	.....	.....
6s, 1885	.....	91	.....	.....	.....	.....
6s, 1889	.....	.....	.....	.....	.....	.....
mort. 6s, '89	.....	90½	.....	90½	90½	.....
Elmira & Williamsport	.....	.....	.....	.....	.....	.....
pref.	.....	.....	.....	.....	.....	.....
7s	.....	.....	97	.....	.....	.....
Lehigh Navigation	37½	38½	38½	39½	39½	39½
6s, 1884	87	87	87	87	87½	87½
Gold L	91½	92	91½	92	.....	.....
R. R. L	.....	93½	.....	.....	.....	.....
Conv. L	.....	.....	86½	.....	.....	.....
Lehigh Valley R. R.	59½	59½	59½	59½	60	60
6s new coup.	.....	.....	.....	.....	.....	.....
6s new reg.	.....	.....	.....	.....	98	.....
Little Schuylkill R.R.	.....	40½	40½	40½	.....	.....
7s	.....	.....	.....	.....	.....	.....
Minehill	.....	52½	.....	52½	52½	.....
Morris Canal	.....	.....	.....	.....	.....	.....
pref.	.....	.....	.....	.....	.....	.....
North Pennsylvania	.....	47½	.....	47	.....	.....
6s, 1880	.....	.....	96½	96½	96½	.....
7s	.....	.....	99½	99½	100½	.....
10s, 1887	.....	.....	.....	.....	.....	.....
Northern Central	.....	38½	.....	38½	.....	.....
Oil Creek & Alleg. Riv.	31½	31½	31½	.....	32	.....
7s	.....	74½	.....	.....	74½	.....
Pennsylvania R. R.	56½	56½	57	57	57	.....
1st M	100	.....	100½	100½	100½	.....
2d M	.....	.....	.....	.....	.....	.....
Gen. mort.	.....	.....	.....	.....	91½	.....
reg. 94½	.....	94½	.....	94½	.....	.....
Penn. State 6s, 1st series	.....	.....	.....	.....	.....	.....
6s, 2d series	107½	.....	.....	.....	.....	.....
6s, 3d series	.....	.....	.....	.....	109	.....
Philadelphia City, 6s	97½	101½	101½	101½	101½	101½
new	101½	101½	101½	101½	101½	101½
Philad. Germ. & Nor.	.....	88	88	.....	.....	.....
Phila. & Reading	67½	57½	57½	58	58	58
Philadelphia and Erie	.....	.....	25½	25½	28½	.....
6s	.....	90	.....	.....	.....	.....
7s	91	91½	91½	91½	91½	91½
Phila., Wilm. & Balt.	.....	.....	57	.....	.....	.....
Schuylkill Navigation	.....	14	14	14	14	.....
pref.	.....	.....	.....	.....	7	.....
6s, 1882	76	.....	.....	77	77½	.....
6s, 1876	.....	.....	.....	.....	.....	.....
6s, 1872	.....	.....	81½	81½	82	.....
United Co. of N. Jersey	119½	119½	119	120	119½	.....
Hestonville, (Horse)	.....	19½	18½	.....	.....	.....
Chestnut & Wal.	.....	.....	.....	.....	.....	.....
Green & Coates	.....	.....	.....	.....	.....	.....
2d and 3d streets	.....	.....	.....	.....	.....	.....
Spruce and Pine	.....	.....	.....	.....	.....	.....
13th and 15th sts.	.....	.....	20½	.....	.....	.....

### Baltimore Stock Exchange.

*Actual Sale Prices for the week ending April 22.*

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22
Baltimore City 6s, 1875.....	97	97	97	97	97	97
.. 1886 .....	98	98	98	98	98	98
.. 1890 .....	98	98	98	98	98	98
.. 1884 .....	98	98	98	98	98	98
.. 1900 .....	98	98	98	98	98	98
Salt and Ohio .....	98	98	98	98	98	98
.. bonds, 1875.....	98	98	98	98	98	98
.. 1890. 96 .....	98	98	98	98	98	98
.. 1880.....	98	98	98	98	98	98
Marietta & Cin. 1st M. 99.....	99	99	99	99	99	100
.. 2d M.....	92	92	92	92	92	92
.. 3d M. 88.....	83	84	83	83	83	83
Northern Central.....	39	38	38	38	38	38
.. bonds, 1885. 92.....	92	92	92	92	92	92
.. 1900.....	85	84	84	85	85	85
Pittsb. & Connells. Tr. 93.....	93	93	93	93	93	94
N. W. Va. 1st mort.....	93	93	93	93	93	93
.. 2d mort.....	93	93	93	93	93	93
.. 3d mort.....	93	93	93	93	93	93
Virginia 6s, Consol.....	53	53	53	53	53	53
.. Deferr. Certif. 13.....	13	13	13	13	13	13
City Passenger & R.....	21	21	21	21	21	21



**Boston Stock Exchange.**

Actual Sale Prices for the week ending April 23.

	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22.	W. 23.
Boston and Albany ...	149	149	149	149	149	149
Boston and Lowell ...	119	119	119	119	119	120
Boston and Maine ...	119	119	119	119	119	120
Boston and Providence ...	152	152	152	152	152	152
Boston, Hartford & Erie ...	38	39	39	40	40	39
7s, new ...	38	39	39	40	40	39
Cheahire, pref. ...	76	76	76	76	76	76
Chi., Burl. & Quincy ...	109	109	109	110	110	110
Concord ...	106	106	106	106	106	106
Connecticut River ...	106	106	106	106	106	106
Eastern ...	106	106	106	106	106	106
Fitchburg ...	132	132	132	132	132	132
Manchester & Lowell ...	104	104	104	104	104	104
Michigan Central ...	104	104	104	104	104	104
Northern, N. H. ...	111	111	111	111	111	111
Ogdens & Lake Champlain ...	112	112	112	112	112	112
pref. ...	112	112	112	112	112	112
Old Colony ...	56	56	56	57	57	57
Ph., Wtl. & Baltimore ...	56	56	56	57	57	57
Port'd, Saco & Portland ...	131	131	131	131	131	131
Union Pacific ...	85	85	85	85	85	85
6s ...	71	72	72	73	73	73
Land Grant 7s ...	71	72	72	73	73	73
Income 10s ...	71	72	72	73	73	73
Vermont & Canada ...	85	85	85	85	85	85
Vermont & Mass. ...	85	85	85	85	85	85
South Boston (Horse) ...	102	102	102	102	102	102
Cambridge ...	57	57	57	57	57	57
Metropolitan ...	57	57	57	57	57	57
Middlesex ...	57	57	57	57	57	57
Central Mining Co. ...	57	57	57	57	57	57
Copper Falls ...	57	57	57	57	57	57
Franklin ...	57	57	57	57	57	57
National ...	57	57	57	57	57	57
Pewabic ...	57	57	57	57	57	57
Quincy ...	45	45	45	45	45	45

**London Stock Exchange.**

	Closing Prices.	April 4.	April 10.
Atlantic & Gt. W. 1st mort., \$1,000...	80 1/2	81 1/2	81 1/2
Do. 2d mort., \$1,000...	71 1/2	72 1/2	71 1/2
Do. Con. mort. B'nds Bisch's Cert. 54	55	55	54
Do. Reorg. Scrip. 96	98	96	98
Do. Leas. Lines, Rental Bonds...	92	93	94
Detroit & Milwaukee 1st mort. Bonds 73	75	73	75
Do. 2d do. 70	75	70	75
Erie shares 100 dol. all paid...	50 1/2	51	51 1/2
Do. Ticket of Protec. Com. attached	95 1/2	96 1/2	96 1/2
Do. 6 per cent Convertible Bonds...	95 1/2	96 1/2	96 1/2
Do. European Agency Certificates	89	91	91
Illinois Central \$100 shares all paid...	98	100	98
Do. Redemption mort. bonds 6 p.c. 98	100	98	100
Illinois & St. Louis Bridge 1st mort. 98	100	98	100
Marietta and Cincinnati Rail. Bonds 84	88	84	88
Michigan Central 8s 1882, conv. 85	90	85	90
Panama 2d mort. 95	97	95	97
Panama General mort. 95	97	95	97
Pennsylvania, 2d mort. 97	99	97	99
Do. General mort. 98	99	98	99
Do. \$50 shares 45	47	44 1/2	45 1/2
Philadelphia and Erie 1st mort. 95	97	95	97
Do. with option to be paid in Phila. 95	97	95	97

**American Railroad Journal.**

Saturday, April 26, 1873.

**Stock Exchange and Money Market.**

Money, though quite active, has been less stringent as a rule than usual of late. The speculative demand has been decidedly urgent, but the available supply of funds has been more liberal, the banks gaining materially in their reserves, through the influx of currency from the interior, and thus being enabled to make more liberal advances. The rapid recovery in the share speculation and heavy purchases for the new Bull account toward the close have increased the demand for aid on temporary loan, while the decline in the rates of interest to about 7 per cent on stocks has directed the attention of some of the banks and street lenders to merchant and railroad paper, going at 9 to 12 per cent per annum. The rates on call loans ranged from 7 per cent to the Government house, to the same rate, and a fractional commission, varying from 1/2 to 3/4 of one per cent for the use of Money, to carry over Stock from day to day. The city banks made an addition of \$1,126,000 to their legal tender reserve, and of \$268,100 to their deposit account, while reducing their loan and dis-

count averages \$1,326,800. A slight loss of specie, and an unimportant contraction in the item of circulation were reported. The daily exchanges of the banks, through the week, were on an enlarged scale. The U. S. Sub Treasury augmented both its coin and currency reserves, the latter quite liberally. The city banks, last week, slightly reduced their specie reserve while adding about 1 1/2 million to their legal tender board. Their deposits were increased about 1/4 of a million, and their loan and discount averages reduced about 1 3/8 millions. The banks are still deficient in their obligatory reserve, the last statement showing that they had \$983,950 less than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, made an addition of about 3/8ths of a million to its coin balance, and about 1 3/4 millions to its currency reserve. Its currency reserves at the close of the week were \$17,713,451; and its coin board, \$41,681,585.

The city banks, in their latest return, show an increase of \$1,126,000 in legal tender notes, and a decrease of \$17,900 in their specie, with an addition of \$268,100 to their deposits, also a contraction of \$1,326,800 in their loan and discount averages, and of \$1,100, in their item of circulation. The city bank exchanges, last week, averaged 147 millions.

The clearances of the banks averaged through the week 147 millions a day, and amounted in the aggregate, for the whole week, to \$862,472,883 as against \$659,075,392 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance \$1,743,787 and its coin reserve \$356,305 as the result of the week's business.

The specie reserve of the city banks according to the latest return is \$16,116,400, against \$18,278,400 same time last year. The city bank deposits are now \$187,167,300 against \$195,630,700, week ending April 20, 1872. The legal tender reserve amounts to \$36,619,800, against \$39,909,300 same time last year. The circulation now stands at \$27,713,300 against \$27,911,500 same time last year. The loans are now \$270,190,600 against \$273,050,600 at this date last year.

The coin reserve of the city banks is now about 16 1/2 millions as against about 25 1/4 million on the 20th of last July; the legal tender reserve is about 86 1/2 millions against about 55 1/2 millions on the statement of June 15th; and the deposits are now about 187 1/2 millions, against 247 1/2 millions on the 20th of July.

The U. S. Sub-Treasury office last week received \$4,071,316 of currency, and \$7,044,913 of gold, the latter including \$2,305,000 from customs; and disbursed \$2,328,629 of currency and \$6,688,608 of gold, the latter embracing \$661,231 of coin interest.

The cash balances under the control of the Treasury Department on Monday were: Currency, \$2,568,524; special deposit of legal tenders for the redemption of certificates of deposit, \$26,315,000; coin, \$72,186,841. Coin certificates outstanding, \$22,835,000. Legal tenders outstanding, \$358,117,433.

Government revenues were rather moderate during the week. The excises yielded within the week over 2 millions, and thus far in the current fiscal year beginning with July 1, 1872, \$91,939,949. The customs at the port of New

York, for the week, were \$2,266,691, and at the outports, about \$750,000 more, in coin or coin certificates.

There has been a less confident movement noted in Gold since our last. The speculative inquiry has been less animated. The export drain has been moderate, as has likewise been the Customs call. The increased offerings of foreign exchange have been against a buoyant market. The range of the price during the week has been from 117@118 1/4 and the closing quotation on Wednesday was 117 1/2 against 117 1/2 on Wednesday of the preceding week. The specie outflow last week, was \$842,603. The Gold Exchange Bank's clearances have averaged about 91 million per day during the week.

The customs demand for Gold last week, averaged \$384,160 a day. The arrivals of specie from Europe, Havana and other foreign ports thus far in 1873, have been \$1,055,631 against \$575,316 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been \$110,642,232 against \$130,484,395 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, \$62,898,795, against \$62,584,869 during the same time in 1871-2.

The export drain of specie was \$842,603 last week, against \$890,592 same week preceding year. The shipments since July 1, 1872, have been \$52,529,277 against \$30,291,995 during the same portion of 1871.

The foreign exchange have been more active and quoted much firmer, since our last, though closing less buoyantly, under the more liberal offering of bills. Bankers' sixty day bills on London closed at 108 1/2 @ 108 3/4; sight bills on London, at 109 1/2 @ 109 3/4. The week's exports of Domestic Produce have been to the currency value of \$6,947,560.

Government securities have advanced sharply, on a brisk demand, for the favorite issues mainly on investment account, in good part for export. The offerings have been on a restricted scale. Government is now disbursing the May interest on the Five Twenties, without rebate.

Government bought in on Wednesday \$500,000 Five-Twenties at 114 95 @ 115 38.

U. S. sixes of 1881 closed on Wednesday of this week at 120 3/4 @ 120 3/8; U. S. Five-Twenties of 1862, 118 1/2 @ 118 3/8; U. S. Five-Twenties of 1864 at 118 1/2 @ 118 3/8; U. S. Five-Twenties of 1865, 120 @ 120 1/4; U. S. Five-Twenties of 1865 consolidated 117 1/2 @ 117 3/4; U. S. Five Twenties of 1867, 119 1/2 @ 119 3/4; U. S. Five-Twenties of 1868, 117 1/2 @ 117 3/4; U. S. Ten-forties at 113 3/4 @ 113 3/8; U. S. Fives of 1881 (Funding Loan) 116 @ 116 1/4; Six per cent. currency Sixes from 114 1/2 @ 114 3/4.

State bonds have attracted more attention closing with more firmness, on the more popular issues.

There has been much more activity noted in the line of Railway and Miscellaneous share property, with a decidedly stronger range of prices, though fluctuations have been frequent.

Railway Mortgages have been in better request, on investment account, and held with more confidence. Central Pacific Sixes have been more sought after closing firmly at from 103 1/2 @ 103 3/4.

Chesapeake and Ohio Sixes have been in fair demand at 87½ and interest. Western Pacific Sixes have been inquired for at 94¼@95. The Northern Pacific 7-30 Loan has been of readier sale at par and interest.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 9.	April 16.	April 23.
Consols .....	98¼	98½	98½
U. S. 5-20s, 1865....	94¼	94¼	*91½
" 1867 .....	93½	93½	93½
" 10-40s .....	89	89¼	89¼
New Fives of 1881....	90¾	90¾	90
Erie .....	51½	51½	51½

\* Ex-May coupon.

Messrs. PHILIPS, DODGE & Co., the oldest as it is the foremost firm in the Metal trade in this city, has made a frank, clear, and self-evidently truthful statement of its business relations, to and with the revenue department of the Government, in an exhibit which has been quite extensively published. For many months, the house had been assailed by the harpies of the revenue service, and their political backers, in one line or another, and charged with intentional deception and fraud in the entry of goods at this port, at undervaluations. Much of the detraction has also been due to trade rivalry, and jealousy. The house was thus forced into conflict with the Treasury Department, its business embarrassed, and its honorable record impeached. All this, too, while the respected partners in the concern in this city, and their representatives abroad, admittedly made every possible effort to enable the customs officials to ascertain the real facts of the case, and stood ready at all times and under all circumstances, to render to the Government all its just dues, even to the last cent. Threatened with what promised to become protracted litigation, and persistent annoyance in the prosecution of its legitimate business, though unconscious of any intentional wrongs, it made an offer of compromise as the lesser of two evils, which was accepted by the Secretary of the Treasury, and the firm promised exemption from further persecution. In the published statement, this eminently trustworthy house makes a plain exhibit of the whole case, in the confident belief that the public will receive its exposition as a vindication of the course it adopted to put a summary end to its troubles.

In General Business a much freer movement has been noted, especially in the line of domestic produce. Breadstuffs, Provisions, Naval Stores, and Petroleum closed rather stronger. Cotton, Hops, Wool, Hides and Leather weaker in price. Middling upland cotton, closed on Wednesday at 19¾ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,279,620 bales, against 2,534,812 bales same time in the preceding year; exports 2,058,518 bales against 1,718,782 bales in the previous year; stock at the ports at latest date, 471,750 bales against 318,516 bales same date 1871.

Foreign merchandise has been rather more sought after, and quoted steadier in price as a rule, although the less desirable styles of Dry Goods and raw Sugars have been favoring buyers. The week's imports amounted to \$12,346,614, including \$3,300,999 of dry goods.

Ocean freights have been fairly active, rates however, have been quoted lower.

At the Live Stock Markets, Beeves have been

moderately at from 9¼@14 cts. Veals at 6@11½ cts.; Sheep at from 5¼@8½ cts.; Swine at 6@6½ cts. per lb., all live weight. The week's receipts were 9,243 Beeves, 3,277 Veal Calves, 20,068 Sheep and Lambs, and 40,729 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—New Jersey Southern R. R., 37; do. 1st mort., 77½; St. Louis and Iron Mt. R. R., 90½; do. 1st mort., 95; Atlantic and Pacific pref., 26¾; Pacific R. R., of Mo., 1st mort., 86½; Burlington, Cedar Rapids and Minnesota 1st mort., 90; Toledo, Peoria and Warsaw 1st mort., W. D., 88; do. E. D. 90; Mil. and St. Paul 1st mort., Iowa div., 84¼; do. La C. div., 89; Lake Shore and Michigan Southern 7s, consol., reg., 98¼; Illinois and Southern Iowa 1st mort., 88; Pacific R. R. 7s, guar. by Mo., 98; Albany Susq. 2d mort., 97; Ohio and Miss. 7s, consol 92; Boston, Hartford and Erie 1st mort., 40; Canada Southern 1st mort., 92½; Louisville and Nashville 7s, consol., 1898, 93; Gt. Western 1st mort., 1888, 94¾; Buffalo and Erie 7s, new, 95; Long Dock bonds, 97; North Missouri 1st mort., 91; Buffalo, New York and Erie 1st mort. 94; Am. Dock and Imp. 7s, 95½; Central of New Jersey 1st mort. new, 103; Detroit, Monroe and Toledo 1st mort., 96; Western Pacific bonds, 94¾; Western Union Tel., 85¼; U. S. Exp., 75; Am. Mer. Union Exp., 68¾; Wells-Fargo Exp., 81¼; Adams Exp., 95½; Consol. Coal of Md., 58½; Maryland Coal, 24½; American Coal, 62; Penn. Coal, 228; Alabama 8s, 84; N. Y. State 7s, B. L., reg., 106; South Carolina 6s, new, Jan. and July, 18; do. Apl. and Oct., 26; Georgia 7s, 90; do. 6s, 74; Brooklyn 6s, W. L., 94.

**Philadelphia.**—Catawissa R. R., 21½; do. new pref. 33½; do. 7s, new, 101; do. chattle 10s, 102; Pennsylvania R. R. allotments, 54¾; Nesquehoning R. R., 54¼; Schuylkill Nav. 6s, 1895, 75; Connecting R. R. Bonds, 87; Lehigh Valley 7s, new, 104; Morris Canal 2d mort., 92; Westchester and Philadelphia R. R. 7s, 101¾; Philadelphia and Reading debent. bonds, 80; do. 7s, new conv., 106; do. Gen'l mort. 7s, coupon, 102¾; East Pennsylvania R. R. 7s, 101; Belvidere Delaware 2d mort., 84; do. 8d mort., 81; West Jersey R. R. 7s, 101; Elmira and Williamsport 5s, 59½; Allegheny Valley 7 3-10s, 93; Pittsburg, Cincinnati and St. Louis 7s, 75½; Warren and Franklin 1st 7s, 83; Lehigh Nav. conv. gold loan, 93; Sunbury and Erie 7s, 100½; Pittsburg 5s, 73¾; Allegheny County 5s, 78½; Pennsylvania State 5s, 1878, 101¼. The latest quotations are: City 6s, 97¼@97½; do. free of tax, 101½@101¾; Pennsylvania State 6s, 1st series, 100¾@—; do. 2d series, 107@107½; do. 3d series, 108¾@109¼; Philadelphia and Reading 57½@58½; do. Gen'l mort. 7s, coup., 102½@108; do. reg., 104@104½; do. mort. 6s, 1880, 95@—; do. 7s, new, conv., 105@106; United New Jersey R. R. and Canal Co., 119¼@119½; Camden and Amboy mort. 6s, 1889, 95@96¼; do. 1888, 91@91½; do. 1889, 89@89½; Pennsylvania R. R., 57@57½; do. allotment, 54¾@54½; do. 1st mort., 100@100½; do. 2d mort., 97@97½; do. General mort. coupon, 91¼@92; do. reg., 94¾@94½; Little Schuylkill R. R., 46@46¾; Morris Canal, 49@50; do. pref., 124¼@126; do. 6s, 94@94½; Susquehanna Canal, 7@8; do. 6s, 74½@75½; Schuylkill Nav., 7@7½; do. pref., 14@

14¼; do. 6s, 1882, 77@78; do. 1872, 81@81½; Elmira and Williamsport pref., 87@40; do. 7s, 1873, 95@97; do. 5s, 59@60½; Lehigh Coal and Navigation, 39½@39¾; do. 6s, 1884, 87@87¼; do. R. R. Loan, 92¼@93; do. Gold Loan, 92@92; North Pennsylvania, 47@47½; do. 6s, 96@98; do. 7s, 100¾@—; do. Chattle 10s, 105@—; Philadelphia and Erie, 25½@26; do. 6s, 89@90½; Minehill, 52@52½; Catawissa, 20¾@21½; do. pref. 44½@45; do. new pref., 82¾@83½; do. 7s, 1900, 100@101; Lehigh Valley, 59¾@60; do. 6s, new coupon, 97@98; do. reg., 97½@98½; do. 7s, 103½@104; Fifth and Sixth streets, (horse), 51½@52; Second and Third, 57½@59; Thirteenth and Fifteenth, 20½@24; Spruce and Pine, 31½@33; Green and Coates, 49½@50; Chestnut and Walnut, 58@62; Hestonville, 19@19¼; Germantown, 32@—.

**Boston.**—Cincinnati, Sandusky and Cleveland R. R., 17¼; Norwich and Worcester R. R., 128; Burlington and Missouri R. R. in Nebraska, 60; do. in Iowa, 108¼; do. 7s, 1893, L. G., 95½; Connecticut and Passumpsic Rivers R. R., 89; Rutland pref., 50¼; do. scrip, 87; Salem and Lowell R. R., 81¼; Granite R. R., 66; Eastern (N. H.) R. R., 100; Chicago, Burlington and Quincy 7s, 94; do. rights, 5 45; Boston and Maine 7s, 105; Eastern R. R. 7s, 1882, 101; Vt. and Canada Equip. 8s, 76; Michigan Air Line 8s, 1890, 101; Atchison, Topeka and Santa Fe R. R., 21½; do. 1st mort., 74¼; do. L. G., 73½; Cedar Rapids and Missouri 7s, 1894, 86½; Boston and Albany 7s, 105½; Ogdensburg and Lake Champlain Equipment 8s, 97¾; Cheshire 6s, 1880, 91½; Cary Imp., 13½; Boston Land, 7; Boston Water Power, 35; do. scrip, 70; Waverly Land, 4½; Maine 6s, 1889, 99; New Hampshire 6s, 97; Massachusetts 6s, 1874, gold, reg., 112¾; Boston 6s, 1876, 98; do. 1880, reg., 98½; do. coupon, 99; do. 5s, 1885, gold, 99; Chicago 7s, 98½; Portland 6s, 1890, 93¾; Cleveland 7s, 1876, 99¾; Allouez Mining Co. 21; Astor, 25c.; Calumet and Hecla, 160; Dana, 1½; International Silver, 1¼; Mesnard, 2½; Petherick, 3½; Pontiac, 1½; Ridge, 11¼; St. Clair, 3½; Shuniah Silver, 1½; Washington, 80c.

**Baltimore.**—Northern Central 6s, 1900, gold, 92¾; Orange, Alex. and Manasses 7s, 81½; Wil. Col. and Aug. 7s, 80½; Orange and Alexandria 1st mort. 6s, 98½; do. 4th mort. 8s, 81¼; Richmond and Danville 1st mort. 78½; Western Maryland R. R. 6s, guar. by Wash. Co., 81½; Central Ohio R. R., 42; do. 1st mort., 86½; Virginia consols, coupons, 82¾; Maryland Defense 6s, 104½; Atlantic Coal, 2¾; Santa Clara, 3. The latest quotations are: Wilmington, Columbia and Augusta bonds, 80½@81¼; Pittsburg and Connellsville 7s, 1898, 94¼@—; Baltimore and Ohio, 170@172; do. 6s, 1875, 98¾@98½; do. 1880, 96¾@—; do. 1885, 94½@95; Parkersburg Branch, 11@13; Northern Central, 38@38½; do. 6s, 1885, 92@92½; do. 1900, 84½@85; do. 6s, 1900 gold, 92½@93¼; N. W. Va. 1st mort., —@92½; do. 2d mort., —@—; do. 3d mort., 1885, 89@—; Marietta and Cincinnati 1st mort. 7s, 1892, 99½@100; do. 2d mort., 7s, 92¾@93½; do. 3d mort., 8s, 83¾@84; Central Ohio, 42@42½; do. pref., 41@41; do. 1st mort., 86@86½; Western Md. 1st mort. 6s 1890, 85@90; do. 1st mort. guar., 97@97½; do. 2d mort. guar., 97@97½; do. 3d mort., guar., 96@



98; do. 2d mort. pref., 75@85; do., 2d mort. guar. by Washington Co., 81@81½; Richmond and Danville 1st mort., 78½@80; Orange and Alexandria 1st mort. 6s, 98@103; do., 2d mort. 6s, 88@90; do., 3d mort. 8s, 95@97; do., 4th mort. 8s, 81@81½; Orange Alex. and Manassas 7s, 81@81½; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77@78½; do. 8s, 3d mort., 87½@88½; Baltimore 6s, 1875, 97@97½; do., 1884, 96¼@—; do. 1886, 98½@99; do., 1890, 98@98½; do., 1893, 97@97; do. 1893, exempt, 101@101½; do., 1900, exempt, 97¼@98; do. 1900, new, 98@98½; do. 1902, 98@99; Memphis City 6s, 57½@57¾; Maryland Defense Loan, 1883, 104¼@104½; Virginia 6s, old, 37@40; do. coupons old, 37@40; do. consol. 6s, 53½@53¾; do. reg. 51@53; do. coupons, 78@78½; West Virginia, 13½@14; City Passenger R. R., 20½@22; George's Creek Coal, 116@125.

#### Illinois Central Railroad.

The statement of this Company for the month of February, 1873, is as follows:

##### LAND DEPARTMENT.

Acres Construction Lands		
Sold.....	618.85 for	\$4,813 20
Acres Free Lands Sold...	68.62 for	577 58
Total sales during the m'th of February, 1873.....	687.47 for	\$5,390 78
To which add Town Lot Sales.....	..... for	.....
Total of all.....	687.47 for	\$5,390 78

Cash collected in February, 1873.... \$59,368 24

##### ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight.....	\$320,482 00	\$56,936 00	\$377,418 00
Passengers..	85,782 60	23,508 40	109,291 00
Mails.....	6,375 00	3,059 33	9,434 33
Other sources	64,625 00	2,180 67	66,805 67
Total Feb.'73.	\$477,264 60	\$85,684 40	\$562,949 00
Total actual earnings, Feb., 1872.....	\$456,948 62	\$74,678 06	\$531,626 68

Judge Emmons, in the United States Circuit Court at Cleveland Ohio, on the 15th inst., granted an injunction restraining the proposed leasing of the Cleveland, Columbus, Cincinnati and Indianapolis Railroad and its dependencies to the Atlantic and Great Western Railway Company, but denied it as to the proposed five millions increase of the capital stock of the company. An injunction against both was granted by Judge Paine in the Cuyaloga Common Pleas at Toledo on the 14th inst. The meeting of the stockholders of the former road called for the 16th inst., was of course not held—the passage of the Railway Lease Bill by the Ohio Legislature on the 14th inst., and the action of the courts, rendering it unnecessary.

The earnings of the South Carolina Railroad for the year ending December 31, 1872, were \$1,401,211 25, the expenses \$856,105 61, and the net earnings \$545,105 64. In 1871 the earnings were \$1,325,442, the expenses \$879,858 63, and the net earnings \$445,583 37—showing an increase in earnings of \$75,769 25, with a decrease in expenses of \$23,753 02—making the increase in net earnings \$99,522 27. After paying interest account, the net profits of 1872 are \$137,381.

A dispatch, dated Cleveland, Ohio, April 23, says: It is reported that J. H. Devereaux, general manager of the Lake Shore and Michigan Southern Railway, has tendered his resignation to the directors, and has been elected president of the Cleveland, Columbus, Cincinnati and Indianapolis Railway, in place of H. B. Hurlbut, who has resigned; also, that Mr. Devereaux will be elected vice-president of the Erie road, in place of General Diven, and that he will have the general management of the Atlantic and Great Western Railroad.

By an announcement elsewhere it will be seen that the Chesapeake and Ohio Railroad Company are actively constructing an extension of their line to the deep waters of the Chesapeake Bay, in order to accommodate foreign bound shipments making a direct line from Western cities to Europe. An issue of new seven per cent Bonds based on this line, and other works of improvement, is offered for sale by their Financial Agents, Messrs. FISK & HATCH, as therein set forth at length. The price of the new bonds is 90 and interest.

The Philadelphia Ledger reports the total anthracite coal tonnage for the week ending April 12, at 319,926 tons, and for the coal year at 4,046,415 tons, against 4,036,322 tons to corresponding time last year, being an increase of 10,093 tons. The bituminous tonnage for the week is 47,359 tons, and for the year 476,632 tons, giving a total of all kinds for the week of 367,285 tons, and for the year 4,523,047, being an increase as against production to same time last year of 88,119 tons.

We learn from Cape Breton, Nova Scotia, that the steamship Great Eastern, after laying the new Atlantic cable, is to take a cargo from Cow Bay, C. B., to Europe, on her return trip, to consist of fifteen thousand tons of coal, and that one of the principal shippers in Cape Breton has contracted to load the monster steamer in fifteen days.

The certificate of incorporation of the Cleveland and Chagrin Falls Railroad Company, with a capital stock of \$100,000, was filed with the Secretary of State, at Columbus, Ohio, on the 16th inst. The southern terminus will be near the center of Solon township, and the northern terminus at Chagrin Falls.

The Frederick and Pennsylvania Line Railroad Company are now running two regular passenger trains per day from Frederick, Md., connecting with the Western Maryland Railroad at Littlestown or Baltimore, Hagerstown and points north. The travel so far has been very encouraging.

The Union Pacific Railroad Company sold during the month of March 17,626 95-100 acres of land, at an average price of \$4 79 per acre, amounting to \$84,461 99. Total sales to April 1, 1873, 703,437 50-100 acres, at an average price of \$4 22 7-10 per acre, amounting to \$3,008,430 31.

Work was to have been commenced at San Diego, on the Texas and Pacific Railroad, on the 22d inst.

The Nashua, Acton and Boston Railroad is rapidly approaching completion, and the iron will probably be all laid by the first of May.

BANKING HOUSE OF FISK & HATCH,  
No. 5 NASSAU-ST., NEW YORK, April 24, 1873.

The present high price of Government Securities is increasing the demand for first-class Railroad Bonds; and as the amounts now offering are comparatively small, it is reasonable to suppose the present difference of from TWENTY to THIRTY per cent. cannot be obtained for any great length of time. Government Bonds are higher now than for several years past. A "Five-twenty" Bond at 120, paying six per cent. on the par value, yields but a small income on its market price, and if an entirely safe investment can be obtained with a difference of 200 to 300 dollars on each 1,000, it is largely to the interest of the holders to make the exchange.

We are recommending the following for such Exchanges or for new investments—all of them payable in gold, principal and interest.

The CHESAPEAKE AND OHIO SIX PER CENTS at 88 and accrued interest, interest payable May and November; these bonds are issued in denominations of \$100, \$500, and \$1,000. The road, 420 miles in length, is now completed, and the business offering is very large, and increasing daily.

The WESTERN PACIFIC SIX PER CENTS at the market price, which is to-day 95, flat. These bonds are \$1,000 each; interest payable January and July. This road having been consolidated with the great CENTRAL PACIFIC, and payment of its bonds, principal and interest, assumed by them, we see no good reason why they should not soon approximate in price to Central Pacifics—now 103, and becoming very scarce in the market.

Also, the CHESAPEAKE AND OHIO SEVEN PER CENTS, interest payable January and July, secured by a First Mortgage on the Extension to deep water on Chesapeake Bay, on the proposed Kanawha River Branch, and on the Great Bridge to be built over the Ohio River at Huntington, and a Second Mortgage on the Main Line, with all its equipments, depots, &c.

Only \$3,000,000 of these Bonds will be offered for sale at present. Price 90 and accrued interest.

We consider them amply secured, and a very desirable investment. The proceeds will be used in adding largely to the present equipment, and in extending to deep water on the Chesapeake Bay, where the largest steamers in the world can load and unload alongside the cars.

The amount of money to be invested within the next few months will be very large; the Government disbursement alone for the next three months will reach \$100,000,000, and the May and July dividends of the banks, railroads, and other corporations as much more.

We continue to deal in Government and Central Pacific Bonds, receive deposits, on which we allow interest, make collections, execute orders at the Stock Exchange per cash, and conduct a general banking business.

FISK & HATCH.

The wooden bridge of the Boston and Albany Railroad, at Springfield, Mass., 1,360 feet in length, is to be immediately replaced by an iron structure built from designs furnished by Charles Hilton, Esq., engineer, of Albany. It will be similar in style to the upper bridge there.

## Journal of Railroad Law.

## COMMON CARRIERS—DELAY IN TRANSPORTING STOCK—CONSTRUCTION OF CONTRACT.

The facts in the recent case of Illinois Central Railroad Company vs. Owens, (53 Ill., 391), are fully and clearly stated in the following opinion by—

BRESE, CH. J.—This was an action of assumpsit, brought to the circuit court of De Witt county, by Owens & Strain against the Illinois Central Railroad Company, as common carriers. There was a trial by a jury, and a verdict for the plaintiffs. A motion for a new trial was made by the defendants which the court overruled, and rendered judgment on the verdict.

To reverse this judgment the defendants appeal.

The property in question was a lot of hogs, shipped under the following contract:

FRIGHT OFFICE ILLINOIS CENTRAL R. R. Co.  
Clinton, Ill., Dec. 6, 1864.

Received of R. V. Owens three (3) cars hogs, 150, more or less, shipper's count, to be delivered at Chicago station, at special rates, being forty seven dollars per car. In consideration of which, and for other valuable considerations, it is hereby mutually agreed that said company shall not be liable for loss by jumping from the cars, delay of trains, or any damage said property may sustain, except such as may result from a collision of a train, or where cars are thrown from the track in course of transportation.

To be fed and taken care of by owner.

No. of cars 928, 752, 218.

Subject to 2½ per cent U. S. tax.

J. A. RUSBACK, Agent.  
R. V. Owens.

The question is upon the construction of this contract.

By the terms of the contract, the liability of appellants was limited to damages which the property might sustain from a collision of trains, or when cars should be thrown from the track in the course of transportation.

The case shows that one car was thrown from the track by reason of a broken rail, while all the cars containing appellees' hogs remained on the track, and it is insisted by appellants that for that reason, the appellees cannot recover. Their idea is, because the cars containing the hogs remained on the track, therefore they should not recover.

We think this is a view of the contract quite too narrow to meet the intention of the parties. We have no doubt that damage from delay occasioned by cars thrown from the track, though the cause itself is embraced within the exception of the contract, is as much a ground of recovery as if the hogs had been killed or crippled directly by the accident, and this was the view of the circuit court and which we approve. The proof shows beyond all controversy that there were many hours of delay at the place of the accident and further delay occurred by reason that the train thereby lost (the right of the road) and which delay we think was fairly attributable to the accident, and for whatever hogs were lost or for whatever shrinkage occurred by reason of such delay appellees should be allowed to recover. But the evidence satisfies us that all the delay was not attributable to this accident; a part of it arose from other causes, the chief of which was the extreme cold weather. Had not the accident by

means of the broken rail occurred the evidence satisfies us that the train must have been delayed more or less by the intense cold. But for this it would not have been necessary to divide the train at Kankakee, a station between the place of the accident and Chicago, and by reason of which the hogs were detained some hours. This delay was certainly not within the exception of the contract and by its terms appellants are not responsible for the damages occasioned by it. It may be appellants, notwithstanding the contract, might be liable for damages which were caused by reason of the gross negligence or wilful misconduct of their servants, but there is no pretense of such here. Manifestly they acted in good faith and with a view to get the hogs to their place of destination as speedily as possible. Appellants must be held exempt from damages resulting from any delay produced by causes other than the accident and this by a fair interpretation of the contract.

The court erred, therefore, in instructing the jury that they were liable for all damages which occurred during the entire trip, however occasioned.

A point is made that the action is brought by Owens & Strain when the contract is executed by Owens alone. The proof is that these parties had no particular way of signing the firm's name; that it was sometimes signed Owens & Strain sometimes Strain and sometimes Owens as in this case. The property was partnership property.

For the reasons given the judgment is reversed and the cause remanded.

Judgment reversed.

## New York and New England Railroad.

A meeting of the holders of Berdell mortgage bonds of the Boston, Hartford and Erie Railroad was held in Boston on the 17th inst. for the purpose of forming a new corporation to assume the management of the road. The meeting was called to order by Wm. T. Hart of the Trustees, and R. R. Bishop was chosen secretary. Mr. Hart said that the bondholders were entitled to organize under the mortgage, all the requirements of the mortgage having been complied with, including the three weeks after the eighteen months after the trustees came into possession, and the required public notice in the newspapers. Mr. Thornton K. Lothrop then offered the following votes, which were severally adopted:

Voted, That we, holders of bonds secured by the mortgage bearing date March 19, 1866, by the Boston, Hartford and Erie Railroad Company to Robert H. Berdell and others, do now organize and form a corporation under the name of the New York and New England Railroad Company, with a capital stock of twenty millions of dollars, divided into shares of one hundred dollars each.

Voted, That this meeting do now proceed to the election of fifteen directors for the New York and New England Railroad Company, by ballot.

Voted, That the seal of the New York and New England Railroad Company be a circle, with the coats of arms of the States of New York, Massachusetts, Connecticut and Rhode Island displayed thereon, and the words "New York and New England Railroad Company, 1873," surrounding them; substantially in the form now presented to this meeting.

Voted, That we now proceed to adopt by-laws for the government of the corporation.

The by-laws provide, 1st—That there shall be fifteen directors to be chosen annually, one of whom shall be President of the Board and the

corporation, and they may also elect a Vice President; 2d—The annual meetings are to be held in Boston on the first Tuesday of December; 3d—Special meetings may be held at any time by a vote of the directors, on the written request of stockholders holding not less than ten thousand shares; 4th—The Treasurer is to be chosen by the directors annually and to give \$25,000 bonds; and the other articles relate merely to routine matters usual in the management of such corporations.

Voted, That the Directors be authorized and directed to receive surrender of the bonds secured by the mortgage bearing date March 19, 1866, by the Boston, Hartford and Erie Railroad Company to Robert H. Berdell and others; and to issue in exchange for the same, stock in said New York and New England Railroad Company, in the proportion of ten shares of stock for each bond so surrendered to be exchanged; and to appoint an agent or agents for said purpose.

Voted, That the Directors be authorized to audit the accounts of the Trustees in possession of the Boston, Hartford and Erie Railroad; and that said Directors have full power to settle said accounts, and to obtain a deed of conveyance from said Trustees to said New York and New England Railroad Company of all the property, premises, estate, and franchises conveyed in mortgage by the Boston, Hartford and Erie Railroad Company to Robert H. Berdell and others, and of all additions thereto, and of all other property in their hands, or to which they have a right or title, belonging to said trust.

A committee was then appointed to receive, assort and count votes for directors, who subsequently reported that 85 ballots had been cast, representing \$5,688,000 of bonds. All the ballots were for the following gentlemen, who were declared elected:

Massachusetts—William T. Hart, John Foster, Thornton K. Lothrop, Francis Dane, Edward W. Kinsley.

New York—Peter H. Watson, William Butler Duncan, Samuel L. M. Barlow, Robert M. Olyphant.

Connecticut—Marshall Jewell, Frederick J. Kingsbury, John F. Slater, William J. Hamersley.

Rhode Island—James Y. Smith, Royal C. Taft.

Mr. Lothrop called the attention of the bondholders to the necessity of surrendering their bonds before they could participate in the earnings of the new corporation.

## The Hoosac Tunnel.

The Legislative Committee on the Hoosac Tunnel have substantially concluded their labors, and will soon report. There will probably be three reports. A majority of the committee will report to consolidate the Fitchburg, Boston and Lowell, Vermont and Massachusetts, Troy and Boston and Troy and Greenfield Railroads, and pay the State for the use of the Tunnel. A minority of the committee will report a bill authorizing the State to take possession of the Fitchburg, Troy and Boston, Troy and Greenfield and Vermont and Massachusetts Railroads, paying them a fair rental and realizing from the Tunnel whatever they can. The roads are to retain their corporate existence, and to furnish four trustees to the State five, the whole forming a board who shall select the management of the line. One member of the committee will also report a bill to lease the Tunnel to the Vermont and Massachusetts Railroad.

The Central Railroad Company of New Jersey has passed its usual quarterly dividend of 2½ per cent. The Elizabeth Journal is assured that the road is earning money, and that the dividend is only deferred to the six months' term. President Johnston proposed a scrip dividend, on account of the high price of money, but the board did not ratify his views.



In Baltimore there are in operation five street railway companies, with a capital of about \$1,500,000, and running 127 cars. They pay no dividend, being required to pay over to the city treasury from 12 to 14 per cent (20 per cent of their gross earnings) on their capital per annum.

The contract for building an iron bridge over the Connecticut River at Springfield, Mass., for the Boston and Albany Railroad, has been awarded to Thomas Leighton, of Rochester, N. Y., for \$242,000.

Col. DeGraff will resume work immediately upon the Winona and St. Peter Railroad. He has about fifty miles of track to lay, and a little grading to do to finish up the work. He expects to complete it in two months.

The President has directed an order to be issued, giving the right of way to the Flint and Pere Marquette Railroad through township 18, north range 16 west, in Michigan, formerly an Indian reservation.

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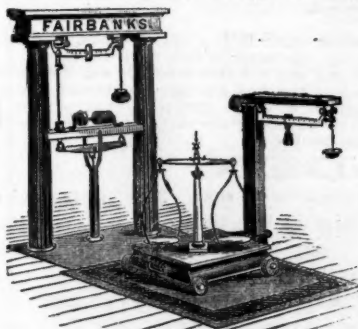
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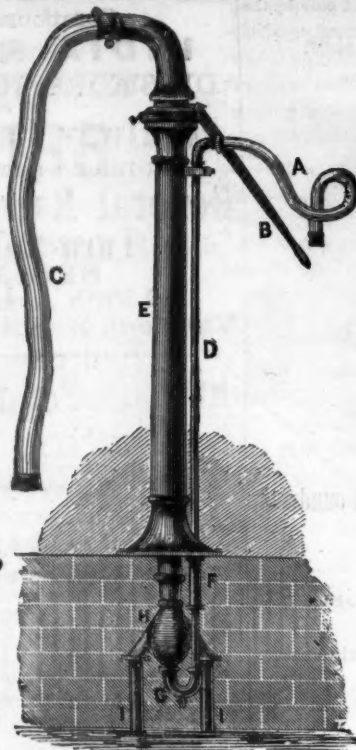
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American and South Pacific ports. Departures of 10th and  
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For rates of passage, freight and all further information,  
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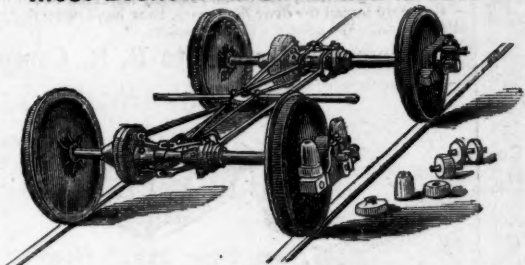
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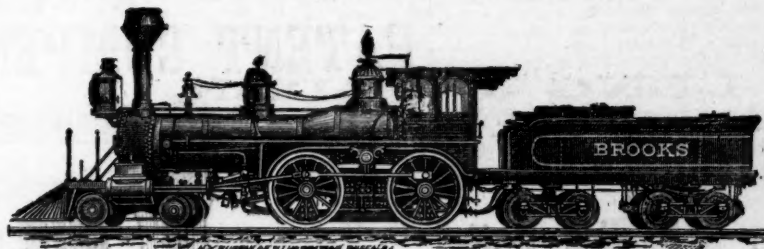
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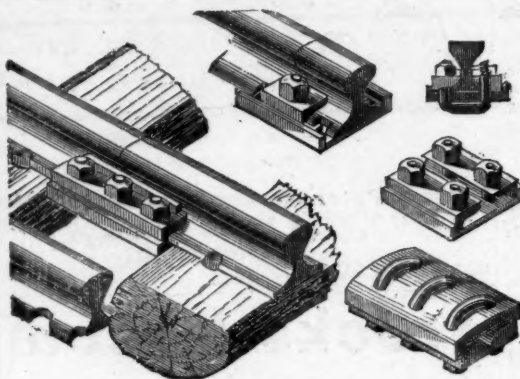
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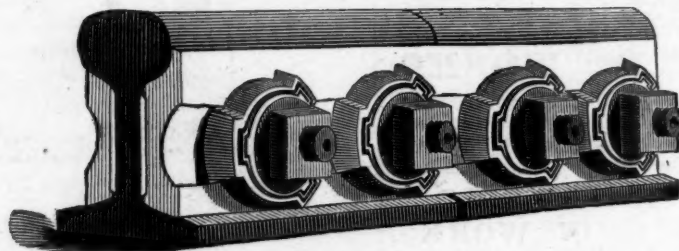
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

### We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.  
That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.  
That this joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our joint on it.  
That it can be applied in repairing and relaying with the least trouble and delay.  
That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.